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History
of
Wasco County, Oregon

by
William H. McNeal

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of
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HISTORY OF WASCO COUNTY PUBLISHED

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The first exclusive History of Wasco County ever to be written was recently completed and published by W. H. McNeal of The Dalles, Oregon, who has been writing and compiling Wasco county history since 1926; being first engaged in that activity in connection with the American Legion Frolics publication, before the war, writing many articles for that publication as well as local Dalles papers.

This Wasco County History is the recorded efforts of hundreds of Dalles and Wasco county citizens who have talked, written or published historical articles and each have been given recognition from page to page. Nearly all the fine articles and historical stories written about The Dalles, Dufur and our many other little Wasco county towns are included. Many of our best pioneer stories and those about the history of some of our pioneer families are included, as well as the biographies of hundreds of our first families, which include the biographies and stories about 100 of the most outstanding citizens in our 100 years of history. The Wasco County Veterans' Memorial list containing the names and a brief account of 105 military men who have died or were killed in the military service, is included.

Nearly 200 pages is devoted to the early history of The Dalles, the Methodist Mission, the Catholic Mission, Fort Dalles, early emigration, early merchants, the postal service, city officials, schools, organizations, events, industries, transportation, in addition to many stories and articles on each of these subjects by different writers or historians. There are 29 pages devoted to the early history of Dufur, its pioneer families, businesses and important stories on that community. There are 9 pages on the early history of the Antelope, Shaniko, Bakeoven country; 12 pages on the Boyd-Endersby history; 10 pages on the Maupin, Criterion, Wapinitia and Victor history; 11 pages on the Wamic, Tygh and Sherars Bridge history; 4 pages on the Mosier, Ortley, Rowena area. The history of Matney, Dutch Flat, Mill Creek, Chenoweth, Sunset Hill, Three Mile, Five Mile, Thompson Addition, Seuferts, Celilo, Moody, Miller, Fairbanks, Petersburg, Freebridge, English, Neabeck, Company Hollow, Emerson, Wrentham, Rice, Nansene, Kingsley, Friend, Taylor, Wasco (at Dufur and in Sherman county), Grass Valley, Moro, DeMoss, Hood River, Keen, Madras, Mitchell, Prineville, Ridgeway and many other places within the present limits of Wasco county as well as in "Old Wasco County."

A section of the history is devoted to the early pony express, stage and pack train routes out of The Dalles as well as the freight wagon routes and period in our history. Another section is devoted to river transportation and some of the many boats serving The Dalles. Another section is devoted to the railroads and how they changed the history of the county. The establishment of the Old Oregon Trail, how The Dalles was the western terminus of that trail, the Barlow road, the Mullen trail and other early trails and roads which were merged into federal, state and county highway roads; and how the early emigration, gold rush and military campaigns effected road building.

A chapter is devoted to the musical history of The Dalles and some of the outstanding people who devoted their lives to music. The photographic history of the county is recorded including the names of many hundreds of historic pictures, where they may be obtained, including newspaper cuts. There are 35 pictures included in the history.

The names and data contained in many of the early Dalles directories from the 1860 period down to 1910 have been entered into the record for reference purposes.

Some of the interesting history about our Indians, their religion, their Sacred Temple, the Indian Mounds, cliff writings, our Indian wars are included. Dr. Thomas Condon's account of some of the early geology of the county which he noted in the 1860's and 1870's, and more of our modern version of the early geology is given by Ed Morrow, flying geologist of Wasco county.

The history of Dallesport, Lyle, Wishram and Maryhill, Washington, including the Maryhill Museum of Fine Arts, some of the things it contains and why it was located at Maryhill, is given. Nearly all the interesting places to see in and about The Dalles are listed. The main annual events of Wasco county, where they are held and when, are listed. The names of most of our organizations are listed.

The 496 page mimeographed history is really two volumes of more than 450,000 words, bound under one cover for handy reference purposes. It is 8½ X 11 inches in size and weighs 3 pounds. Only 200 sale copies were published, a very limited edition. The price is \$10 per copy. The libraries at The Dalles, Dufur, Maupin, Portland, Oregon State library at Salem and Oregon Historical Society in Portland will have copies available for examination and reference purposes. All persons, organizations or institutions interested in purchasing a copy of this new (1854-1954) Wasco County History should write or phone the author, Wm. H. McNeal, The Dalles, Oregon.

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FOREWORD

If you receive any inspiration or benefit from reading this history, please give thanks to your Heavenly Father from whom all ideas originate. If you desire to show any further appreciation, follow the Scout motto:

DO AN ACT OF KINDNESS FOR ANOTHER PERSON EACH DAY.

All the good we can do for others, without thought of return is SERVING OUR HEAVENLY FATHER by LIVING the GOLDEN RULE.

DEDICATED

To our pioneer fathers and mothers, who, by their self-sacrifice and denial of personal wants, saved Oregon for the United States and made possible many of the opportunities we enjoy today. They gave up homes, friends, families, health and happiness to make possible the Oregon territory of the Pacific northwest. We can never forget what they did for us.

THIS HISTORY

This history is the inspired thought of hundreds of Wasco county citizens. No one person could have possibly had the possession of more than a small fraction of the information contained herein. The task of this author was merely the assembling of all the facts in one place for the student and lover of history, with proper credit to contributors.

Much of our history has been carried to the heavens beyond by our pioneers, unrecorded by pen or printed word. We do greatly appreciate what is available and we have tried to give credit to each person known to have left any records for us.

This is an "unedited history". You will find 5% of errors in dates, names, places, spelling and punctuation. In the days when we went to school when students recieved a 95% grade it was called, "passing with high honors." The printed word is seldom above 98% of perfection as edited by trained literary experts, but those with that kind of training have little interest in our history nor time to devote writing about it.

This history contains a great number of facts, dates, places, names, stories and events equal to the best Hollywood movie story you ever want to see. Few of us realize and can see the "Acres of Diamonds" in our stories right here at home.

Our librarians tell us that people are thirsting for assembled historical material which they can refer to. The demand ranges all the way from school children wanting factional knowledge to the pioneer wishing to refresh his memory on past events and they don't expect 100% of perfection because people with Infinite wisdom and 100% perfection don't live in this world! The Bible Oahspe says, "the average person leaves this world, in spirit form for entry in the lower heavens, with a grade of less than 10%!" That grade is based upon how much you do for yourself and how much you did to help someone else! It therefore behooves us to be very tolerant toward our friends and neighbors. The Christian Christ said, "let him who has never sinned cast(criticize)the first stone(statement)."

Practically all our knowledge is history!

Even the daily paper is only history!

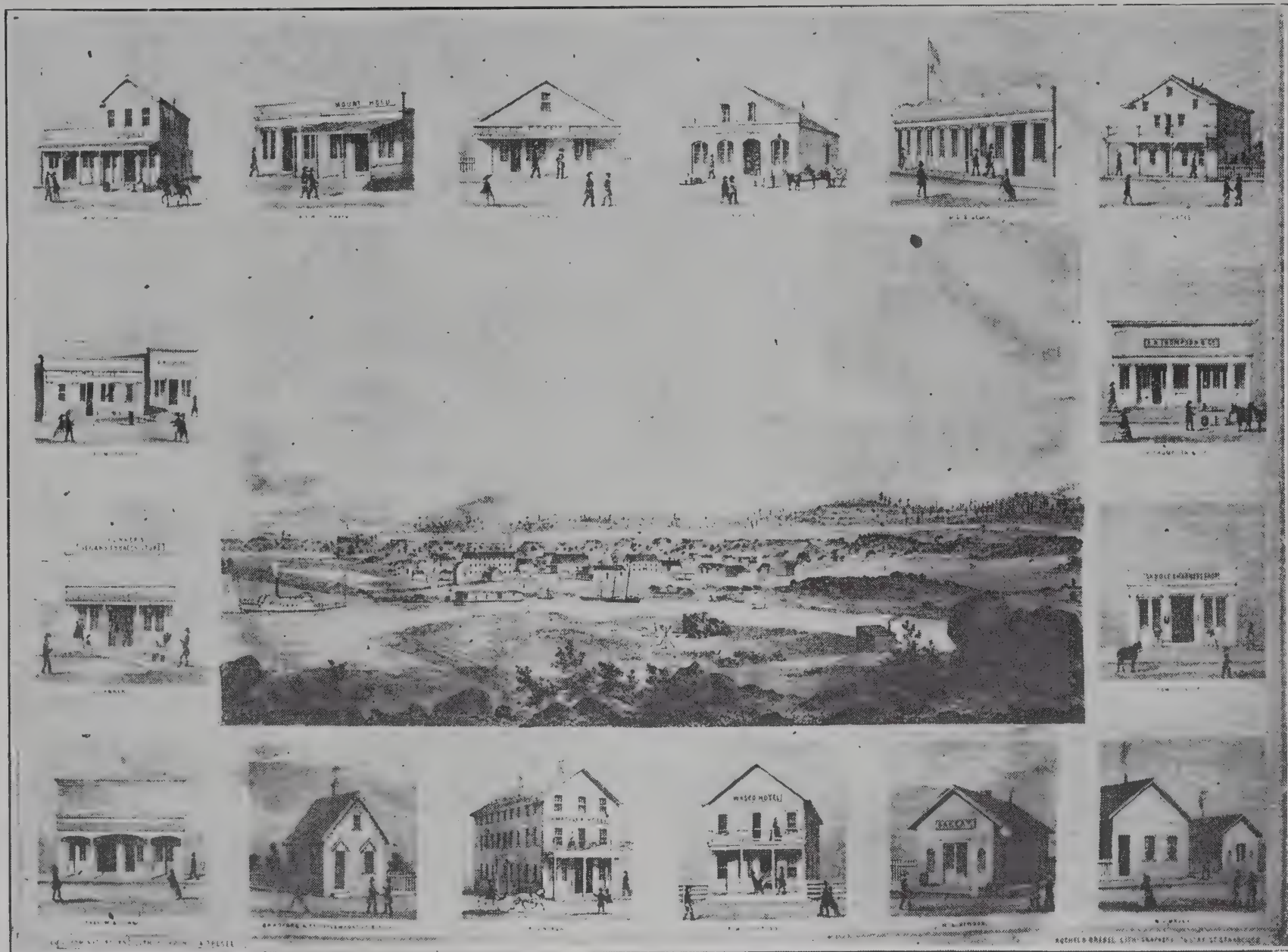
History, in its myriad forms, plays a bigger part in our lives than we generally realize. This history of our close friends and neighbors in our own county is just as important as state and federal history. Far too many people are "authorities" on national history, national athletics, national people and yet don't know their next door neighbor or who was great in their own community and county. They know all about the history of Palestine 2000 years ago and don't know anything about their pioneer neighbors of 75 years ago! Its amazing how few people even know their own grandparents! So lets get acquainted with some of our neighbors, the finest people on earth!

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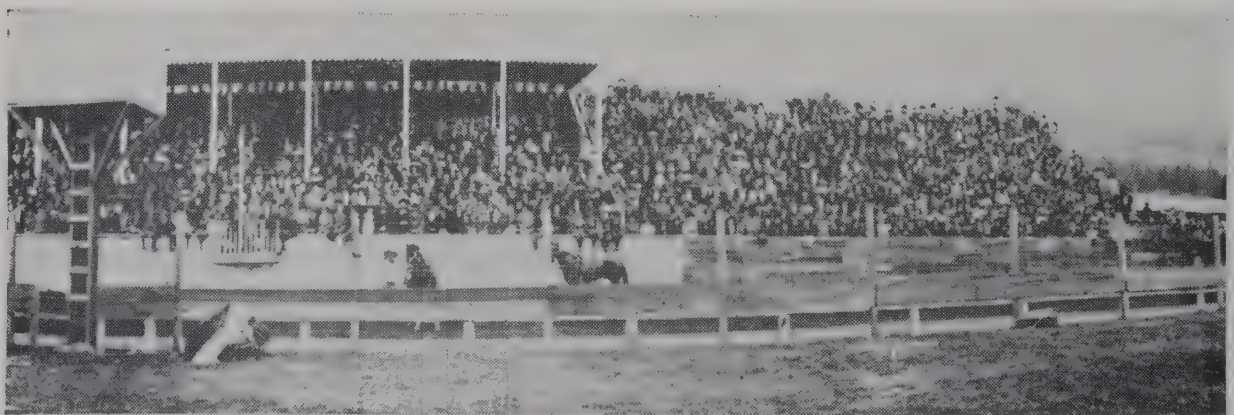
The Dalles Scene 1858



Horse Combine



Mr. and Mrs. Carlton Williams and Son Griffith The Famous Orchestra Leader



Old Dalles Rodeo Grounds 1915

1
THE DALLES

THE DALLES, the city of 14 names and three courthouses, located on the "bend of the river" where the amphitheatre walls are mountain high. It is the richest city in history in eastern Oregon. Its name is known far and wide. Wherever the Columbia river is mentioned, or any part of the history of the Columbia river gorge or valley is mentioned, The Dalles plays or has played an important part. It is the END of the Old Oregon Trail. It is the oldest town in eastern Oregon and has 300 days of sunshine. It is 80 miles east of Portland by rail and highway, a hundred miles by water and 30 minutes by air.

When the first missionaries, traders and trappers passed by The Dalles the Indians called it WINQUATT, meaning a place encircled by rocks. Lewis & Clark called it FORT ROCK when they camped here in 1805. The Hudson Bay Co. men called it LES GRANDES DALLES, meaning the narrows of the Columbia about 6 miles east of the city where the river "turns on edge" and is only 140 feet wide and when the Hudson Bay Co. maintained a trading post here in the 1820's, with James Burnie in charge the Union Jack flew over The Dalles indicating British territory. When the Methodist missionaries occupied the place it was called WASCOPAM after the Wasco Indians who inhabited the city. When the first soldiers occupied the Methodist mission buildings they called it FORT LEE after their Capt. H.A.G. Lee. Next soldiers under Capt. Nathan Olney called it CAMP DRUM (1847) and those of early 1848 called it FORT DRUM and later that same year the soldiers changed the name to FORT WASCOPAM. The military authorities of 1850 called it FORT DALLES and the people of the village at the landing called it FORT DALLES LANDING which name was changed during the next two years to THE DALLES LANDING, the fort retaining the name Ft. Dalles. The post office mail was directed to The Dalles Landing in 1851-52. The post office name was changed in 1853 to WASCOPAM. In 1857 when Wascopam city officials organized a city government they adopted the "official, legal name of DALLES CITY" which prevails for legal purposes until this day; but the post office continued to be known as WASCOPAM until 1860 when the official government designation and name was changed to THE DALLES, which name prevails to this date for railroad and postal purposes. The city in 1952 has two names and three courthouses.

The Dalles has stood at the head of river navigation for over 100 years and has always been a commercially important trading center for the mid-columbia area. Before the coming of the white man the Indians recognized its importance as a trading, hunting and fishing center where the Willamettes, Klickatats, Multnomahs, Yakimas, Walla Wallas, Spokanes, Coeur d' Alenes, Umatillas, Cayuses, Warm Springs, Modocks all came here to trade, barter, hunt, fight, hold athletic events with the powerful Wasco tribes. The centers of Indian populations always become centers of the white man's population. The Columbia river was the natural roadway that led all tribes to The Dalles where river obstructions made it impossible to by-pass this place. The Klickatats controlled the Washington side of the river.

About 1828 the Hudson Bay Co. post was established at The Dalles to aid their boatmen in getting around the obstructions in the river just east of here, provide a place to rest up and make repairs to equipment. It was in charge of James Burnie and flew the Union Jack to indicate British possession, but Indians resented encroachment and the company gave up the station.

The METHODIST MISSION AT THE DALLES by Lulu D. Crandall

The Methodist Mission was established here in 1838. The logs of the mission were felled here with the aid of Indians. The boards for the floors and ceilings were sawed by hand. The shingles were split 12 miles from the mission and brought by pack horses. The main building consisted of one room, later a kitchen and woodhouse was added. It was located about a mile south of the river (at 11 & Washington). The front door of the house opened toward the river, in which direction there was a fine yard with a playground for the children. From the south end of the house a door opened onto the common promenade. On the opposite side of the square, to the south, stood the church, a plain log building. Near it stood the school house. On the east was the house of H.K.W. Perkins and opposite his residence to the west was the barn and near this the workshop. A short distance from the square was a spring (on 11 between Washington and Federal). The larger spring to the west (on the high school grounds) was called by the Indians WASCO from which the mission took its name WASCOPAM. The Wasco spring irrigated a garden from which they obtained vegetables, potatoes, corn in season. It was not too thickly wooded about the station. A little further to the west the forest became dense but to the east it disappeared altogether.

The Indians always thronged the houses, came early and were in no hurry to leave and expected to be treated to something to eat at any time and when no food was given they became morose. It was found necessary to keep the doors closed to get any quiet and rest and even then they would rattle the doors or rap on the windows for admittance. The vicinity abounded with rattlesnakes. They were shot and slow of movement and easily killed, nor was their poison deadly, but the exposure of the children was cause for alarm. The reptiles stayed in the crevices of a large rock nearby and came out in the cool of the evening and would even come into the mission houses. Coyotes were another unwelcome neighbor which came forth of an evening and if pressed for hunger would chase deer into the mission enclosure where the cattle were kept. Their dismal howlings were heard in the distance every evening.

The station lay on the Old Oregon Trail from the states to the Willamette valley. In 1843 wagons, for the first time, were used through the whole distance to The Dalles. Every year the emigrants came in larger numbers and their demands upon the hospitality of the missionaries became greater. In 1846 the lost Stephen Meek party of 225 wagons, which followed the Meek's cut-off in Central Oregon, lost their way, exhausted their provisions and driven to the necessity of killing their cattle, which were already worn down by labor and disease, bringing on fever, and many died. Survivors who arrived at the station were subjects of unspeakable distress, hunger and privation, ready to die. Others bore the corpses of deceased relatives or friends to be interred with Christian rights. Many were on beds of sickness and pain.

The Orphan Indian Boy

Wm. McKendue, the little Indian boy who recieved his name from the Missionaries, lost his parents when he was young. Until he was 12 he lived in the family of his uncle and during this time he became expert in spearing salmon and catching them in a net. He was considered one of the best hunters of his age in the Wascoyam tribe. From his 12th year he became a member of the missionary family. He exchanged his Indian dress for the decent clothes afforded him by his teachers. He showed aptness in working in the garden and taking care of cattle on the mission farm. He seemed much pleased with his new life and listened with deep interest to the stories related to him of the states, and he would say, "it will not be long before I shall see the states. He made progress in his learning English and was converted a christian.

In 1843 when Gen. John C. Fremont and his military explorers stopped for rest and supplies at the Christman spring(15 & Dry Hollow road), after accompanying the first emigrants to Oregon that year under Marcus Whitman's leadership; some of his soldiers left him and he asked for a recruit to guide him through the southern Oregon country and the missionaries recommended the Indian boy who was now 18, active and intelligent. He was given a horse to ride and one to carry his bedding and clothes. He had never had a horse before. His long hours of learning had started to pay off. His long cherished wishes to "go back to the states" was being fulfilled as General Fremont was going to take him to Washington, D.C! He toured California and the eastern states with General Fremont's party, visited Washington, D.C. "met the great white father in the capitol"; returned with Fremont to California. All during that time he acquitted himself much to the satisfaction of his employer. He married a Spanish woman in California, retained his Christian habits, came back to The Dalles and was known as "Billy Chinook" and died at the Warm Springs Indian reservation in 1894.(Briefly this is just as great a movie story as has ever been shown on the screen to the American public.)

The mission at The Dalles and Walla Walla and those in the valley were the result of a trip made(see under the White Man's Book of Heaven)by 4 Indian chiefs to St. Louis to ask Gen. Wm. Clark for information about the White Man's Book of Heaven. The story of the Indian's request recieved much publicity and Daniel Lee, Jason Lee, H.K.W. Perkins and Ben Wright came west in 1834 to establish missions for the Indians. They returned to The Dalles Mar.14,1838 to locate the Methodist mission(640 acres)claim and buildings between 10 and 11 and Washington to Federal using the old W.N. Wiley spring for water and gardening on ground now occupied by the high school buildings.

There were 2000 Indians of the Wasco, Walla Walla, Chinook and Klickitat tribes at or near the mission during the winter of 1839-40 and some of who attended services at Pulpit Rock(11 & Court). The semi-circle of tents of the Indians covered about $\frac{1}{2}$ acre of what we call the football field of the high school grounds below the spring. Rev. Daniel Lee and his wife, H.K.W. Perkins and his wife, H.B. Brewster and wife, Dr. and Mrs. Babcock, Jason Lee and Ben Wright were the occupants of the mission from time to time. The first white child born at The Dalles was a daughter to H.K.W. Perkins born in January 1841. The missionaries taught the Indian agriculture, some 30 acres were in garden and grain. They taught a school for Indian children, cared for some of the sick, had a number of head of horses and cattle, some of which were milk cows, had a workshop for repairs and building purposes, aided the emigrants, operated their own supply line over the Lee Cattle Trail via Lost Lake, Bull Run, Sandy to the Salem area mission. The mission was supplied by wood from the oak and pine trees nearby, the acorns being considered good food which was supplimented by fish, wild game, wild berries and the grain and garden they raised.

In an interview March 21, 1908 by Mrs. Wentworth Lord, early Dalles Historian, JOSEPH LUXILLO, Yakima Indian Chief told her he had personally heard Rev. Daniel Lee and other Dalles missionaries preach from Pulpit Rock and that he was baptised a Christian in the Wascoyam(high school)spring and considered its waters sacred and returned to The Dalles every year/he could to drink of the waters of that spring claiming they seemed to give him new life and inspiration and strength. On one of those pilgrimages to The Dalles to drink of the sacred waters of the high school spring, Joseph Luxillo posed for Benj. A. Gifford, internationally famous Dalles photographer, seated on the chair section of Pulpit Rock and facing the rostra and demonstrating how the missionaries preached to the Indians. This photograph is one of the prized possessions of The Dalles Camera Club, thanks to the thoughtfulness of Mr. Gifford. The Camera Club also has 2 earlier photoes of the mission in their collection. The mission was sold in 1847 to Dr. Marcus Whitman of Walla Walla who had plans for moving his mission to The Dalles on account of unfriendly acts of the Indians of that area who finally massacred him and several others of that mission Nov. 28,1847. The mission buildings were occupied by the soldiers of the Cayuse Indian war of 1848, being abandoned by the missionaries on account of Indian troubles. The buildings were later burned during the Yakima Indian war to keep the Indians from occupying them after Ft. Dalles was built in 1850. In 1860 Dalles City won title to 112 acres of the claim by U.S. Supreme Court test case. So ended the first white settlement in The Dalles. (By H.B. Brewster, 1845).

It was in the dead of winter in 1842 that Dr. Marcus Whitman of the Walla Walla mission went east, after being informed by Elijah White, Indian Agent who escorted 120 emigrants to Oregon that fall, that the Ashburton Treaty with England was to define the Canadian boundary and that 140 Englishmen were bound for Oregon to settle and claim the country for England. Gen. Amos. Lovejoy accompanied White and was well posted on national affairs and after talking the matter over he, Whitman, decided no time could be lost in getting back to Washington to convince Pres. Tyler and Secretary of State Daniel Webster that Oregon should remain American territory. Gen. Lovejoy accompanied Whitman east and at Ft. Hall Capt. Grant tried to impress upon him the hopelessness of trying to cross the Rockies, but Whitman headed for Salt Lake and from there to Santa Fe and St. Louis. Blizzards of the Rockies delayed them almost a month and the crossing of the Grand river, partly froze over with ice almost cost them their lives. At St. Louis Lovejoy remained to recruit the 1843 emigrant party while Whitman went on to Washington to successfully plead the Oregon cause and save the territory from being traded by Daniel Webster for a mess of cod fish; promised to lead emigrants to Oregon as soon as spring weather would permit. President Tyler granted his request to insist on the 49th parallel as the boundary between the U.S. and Canada.

Emigration of 1843

He returned to St. Louis to find Lovejoy had emigrants waiting at Kansas City, Levensworth and other points, with their wagons, horses, cattle and families and they started west in June. Dr. Whitman was the real leader of the party, first up in the morning to help and advise, last to go to bed at night after attending to repairs and the sick. At Fort Hall Capt. Grant of the Hudson Bay Co. began at once to tell about the terrors of the mountains ahead and the impossibility of taking wagons any further showing them a corral full to prove his statements. But the emigrants listened to Dr. Whitman who had taken wagons over the route 6 years before and so the 125 wagons, 1000 head of stock and 1000 men, women and children pushed on to Oregon and The Dalles where they built rafts of pine trees and floated their wagons and families down to the Cascades while their stock was driven over the Lee Cattle Trail via Odell, Dee, Sand Flat, Archway, Chilwood (Lost) Lake, Bull Run river, Walker's Prairie and Milwaukee or Oregon City. For this accomplishment in saving Oregon for the U.S. and bringing the first emigrants to Oregon and The Dalles, Dr. Marcus Whitman is credited with being another and probably our No. 1 outstanding citizen in our 100 years of history, and the "father of Oregon and Wasco county". As stated above Gen. John C. Fremont's military expedition accompanied or followed very closely this first emigration and camped at the Christmas spring at 15 & Dry Hollow road for several days, making repairs, resting and obtaining supplies from Ft. Vancouver so they could go on south through the Warm Springs Indian reservation, Madras, Prineville, Fort Rock, Silver and Summer Lake, Klamath Falls and on to California where he became civil governor, participated in the Mexican war, was U.S. Senator in 1850, was a Civil War veteran, a railroad builder and governor of Arizona (1878-81) and was retired as a major general of the U.S. Army in 1890.

In the fall of 1843 Mr. Joslin, who came west with the Whitman emigration that year built a cabin here of logs and stayed in The Dalles for a while. Down at Champoege the emigrants established the first Provencial government of Oregon. The missionaries were at the mission up near the present location of the high school, and the Hudson Bay Co. fur traders and trappers made their usual trips up and down the Columbia river.

1844

In 1844 Daniel Wall made an exploratory trip all over eastern Oregon territory, by pack train, for the newly formed provencial government, gathering agricultural and topographical information which would be of value to settlers. The emigration that year through The Dalles was 1500 people and they reported thieving by the Indians.

1845

The emigration-party of 1845 amounted to 3000 and was led by Samuel K. Barlow and Joel Palmer. They were held up so long here awaiting scows, rafts and other means of transportation down the Columbia river that Barlow proceeded to try and find a pass over the Cascades to the Willamette valley. Some of the party explored up the Indian trail up an Dutch Flat but found that an impossible route. Horsemen went up 15 mile and other intervening country only to be stopped by the topography and timber. Indian trails from Tygh, Wamie and that vicinity found a favorable grade but lots of timber. It being just a matter of cutting their way through the timber they started over the Cascades that fall but were stopped by early snows in Barlow Pass and had to go on to the valley with their stock and what supplies they could carry by pack train method with the intention of returning next spring and finish bringing their wagons over the mountains. During their struggle Joel Palmer climbed Mt. Hood, almost barefooted, in the snow to get better views as prospective lay of the country and passes over the mountain. During that winter's session of the Provencial legislature they appealed for permission to build a toll road over the mountains for emigration purposes. After much discussion the permit was granted.

It was also in 1845 that the lost Stephen Meek train, which suffered as many hardships and deaths as the ill-fated Donner Party, worked its way across the deserts of Central Oregon to the Deschutes and down to about where Sherar's Bridge is, where they ferried with their wagons and stock and came on into The Dalles over the same route Samuel Barlow had that year went out to Tygh Valley over. They got what supplies they could here, buried their dead, treated their sick, abandoned their wagons and most of their stock and rafted down to Vancouver and thence to Oregon City and Milwaukee. (See Meek Train article for more story). As stated above the missionaries at the Methodist mission here gave all the help their limited resources would permit, to these poor unfortunate destitute emigrants of that party.

The Dalles 1846

There were 2000 emigrants and their livestock which reached The Dalles that fall. Not all of them had to raft down the Columbia for Samuel K. Barlow, with 50 men, finished cutting a path over the mountains from Wamie to Oregon City. Phillip Foster was a partner in the deal and they operated a toll gate out on Rock creek near Wamie. While the road changed ownership it continued to be operated as a toll road until 1912 when Henry Wynne of Portland obtained it and made it a public road. Later in 1919 George Joseph gave it to the state of Oregon as a public road. That same year Jesse Applegate founded his southern Oregon pass over the Cascades to the valley.

The Dalles in 1847

The Indians were getting a little more hostile toward the whites and the Methodist mission at The Dalles was abandoned by its occupants who went to the Willamette valley mission where there was more protection from Indians; and the mission buildings and claim was sold to Dr. Marcus Whitman of Walla Walla who intended to wind up his affairs there in the spring of 1848 and move his activities to The Dalles. He put his nephew Perrin Whitman in charge here. Then on Nov. 29, 1847 Dr. Marcus Whitman, his wife and 9 others were massacred by the Cayuse Indians at their mission house at Walla Walla. The Catholic Priests at the nearby Catholic mission made the first report of the massacre to the Hudson Bay post at Wallula and they rushed messengers down the Columbia to inform Dr. McLaughlin at Vancouver. They informed Perrin Whitman of the massacre and he fled to the valley for protection. The word spread to the settlers at Oregon City and they immediately held a legislative session, organized a "state army" under General Joel Palmer and Col. J.W. Nesmith to protect the people from the Indians. A company of 40 riflemen under Maj. H.A.G. Lee arrived at The Dalles by Christmas and occupied the Methodist mission buildings as Fort Lee; forbid all Indian gatherings; forbid any white settlement; forbid Father Rosseau and Bishop Blanchet from establishing their Catholic mission here and proceeded to roundup the unfriendly Indians. There were only a few emigrants of 1847, probably less than 1000, but it was these emigrants who had measles in their party as they passed the Walla Walla mission, and the Indians who could not be kept away from the wagons, got the measles and carried the disease to their families wiping out hundreds of them. All they thought of was "revenge against the whites", and despite the fact the white children of the Walla Walla mission had the measles too and the fact Dr. Whitman was administering to all alike, they took their revenge out on him, the best friend both the Indians and the white man ever had in the Pacific northwest.

The Dalles in 1848

The Dalles in 1848 was the headquarters for the Cayuse Indian War campaign against the unfriendly Indians of the Walla Walla area and the roving bands between here and there. There were several mounted companies under Col. Wm. Gilliam and Col. J. W. Nesmith, Capt. Nathan Olney of The Dalles. Joe Meek, "ambassador from Oregon" to Washington, D.C. accompanied the soldiers to Walla Walla to get first hand information so as to complete his request to Washington for federal troops to protect the people from the Indians. During the Campaign the Cayuse Indians were destroyed as a nation; the unfriendly Indians between here and Walla Walla were wiped out and safety restored. There was no emigration that year on account of Indian trouble. The construction on the Catholic mission buildings here at the Wasco county hospital grounds proceeded under Bishop Blanchet and Father Rosseau. They built 2 cabins and a log church near the county spring and held services for the Indians. In 1848 Nathan Olney, who had come to The Dalles early that year in charge of (Capt.) a company of soldiers, established his log trading store on the banks of Mill creek near First street. He was the first permanent resident of The Dalles and the first merchant and figured prominently in all the affairs of the community (1847-1867) and is therefore to be rated as one of the most outstanding men in the history of our community and county. He did a good business here and later when Ft. Dalles military authorities made him move out of town he established another store on the banks of Olney (Chenoweth) creek about where highway 30 crosses and continued to do a good business with emigrants, soldiers and early settlers or travelers. The people in those days arrived here starved for fresh meat and garden produce and other supplies which were running low by the time they got to The Dalles.

Rafting Down the Columbia

If emigrants chose to go down the river by raft the logs were cut within the present city limits of The Dalles, hauled to Chenoweth creek where they were assembled into rafts of various sizes, depending upon the number of wagons to be loaded on one. The mouth of Chenoweth creek was not only a protected place but it was easier to work at and easier to load wagons. Also there was an abundance of fish and fresh water mussels to be had to satisfy starving appetites. Rafts were poled out of the mouth of the creek into the Columbia river where they were floated down to the Cascades, being steered by long oars. They had to be unloaded there and the rafts let down over the rapids with ropes and floated to re-loading locations below North Bonneville; and the wagons pulled down the 4 miles or so over a rough twisty road for re-loading and floating to Vancouver where Indians were hired to help propel them up the Willamette to Milwaukee, the first settlement. Roads led from there to Oregon City and other valley points. There were Indians and early rivermen who made it a business to barge wagons down to the upper Cascades and others took them on down from North Bonneville. Sometimes wagons were abandoned here, the women and children taken down in "dug-out canoes" by the Indians or rivermen and the stock driven down and supplies packed on the backs of stock. Others, of course, took the old Barlow road. It was so steep going down Laurel hill that the wagons had to be let down by ropes tied around trees, or by dragging logs and locking the wheels. No matter which method was chosen it was a hard trip from The Dalles on down to the Willamette valley points.

The Dalles in 1849

Col. W. W. Loring arrived in The Dalles in 1849 with 600 riflemen, 180 wagons, horses, teamsters, scouts and military equipment. As he came west he left soldiers at Ft. Laramie, Fort Hall (Idaho) then a part of Wasco county (1854). He left Major Tucker here at The Dalles with 2 companies of men. The whole expedition was ragged, hungry, worn out and exhausted and starving upon arrival here and they occupied the Methodist mission buildings which they called Fort Drum. Col. Loring went on down to Oregon City for the winter. An estimated 2000 emigrants passed through The Dalles that year and 20,000 are credited with heading for the gold fields of California, turning off at Fort Hall.

The Dalles in 1850

In the spring of 1850 Maj. S. S. Tucker proclaimed Fort Dalles Military reservation to be 10 square miles, and denied settler's rights to emigrants within the reservation. Nathan Olney was therefore forced by Maj. Tucker to move his store to Chenoweth creek. Maj. Tucker started construction of the log Fort buildings at Fort Dalles and when they were completed for occupancy he ordered the Methodist mission buildings burned. Maj. Tucker named the Fort "Fort Dalles". It is interesting to note that Col. (later General) B.E.L. Bonneville, after whom Bonneville Dam is named, and who had made 2 trips out to the Oregon country, is credited with suggesting to the military authorities that a military post be established at The Dalles due to the strategic location of this place and being at the head of river navigation and also on and at the end of the emigrant road which needed protection. The Dalles would be the supply station for all other military posts established in eastern Oregon territory, he pointed out. He had come west in 1832 and again in 1837 and was better able to judge the needs of the region than any other military man. He was put in command of the 4th U.S. Infantry after the establishment of Fort Dalles and Fort Vancouver. Col. W.W. Loring's men were recruited at Ft. Levensworth, Kan. and given some very intensive drilling preparatory to the 2000 mile trip west with the 600 men, 31 officers their wives and children, 180 wagons and 700 horses and while they arrived at The Dalles in a hungry, ragged and barefooted condition, horses too weak to carry their burdens, yet they accomplished their task of establishing forts for protection of emigrants, just as Joe Meek had requested the government on behalf of the Oregon Provisional government. Justin Chenoweth came west in the military party of 1849. In 1850 several trains of emigrants arrived, like the soldiers the year before, in a starving and ragged condition and Maj. Tucker outfitted them free with flour, salt pork, rice, beans etc. from the Fort Dalles commissary. John Bell operated a sutlers store at the fort garrison and he sold out to Wm. Gibson, the next year (1851) who moved the store down closer to the boat landing, in a log building at first and Union formerly occupied by Nathan Olney. Dr Allen Steel was post surgeon. W. C. Laughlin, Henry Williams (8 Mile creek) and S.L. Brooks were among the 1850 carpenters who aided in erecting the LOG BUILDINGS of Old Fort Dalles in 1850 and they received \$10 a day wages (\$50 in 1952 values) and the buildings were reported to have cost \$80,000 each. The long officers barracks on 16 street faced north, there was the main soldier's barracks at 8 & Mt. Hood, there was a store house, guard house, sawmill, mess house at 9 & Mt. Hood, commanding officer's quarters and stables and corrals. W.D. Biglow also came west with the 4th Inf.

Col. B.E.L. Bonneville was born in France (1795), was a graduate of West Point (1815) and in 1832 made his first expedition west and again came west in 1837. He was a Mexican war veteran and retired on disability in 1861. He was in command of the 4th U.S. Infantry at Vancouver when Gen. U.S. Grant was his quartermaster.

Col. W.W. Loring was born in N.C. and served in the Mexican war where he lost an arm at Mexico City. During the Civil war he served under General Lee for the Confederate states. After the war he went to Egypt and was made Chief of Staff of the Khedive and was known as Loring Bey, soldier of fortune in the Turkish army. He wore a fez and was a factor in the statesmanship of Turkey. He wrote "The Story of a Confederate Soldier" about his own life and died in 1888.

COVERED WAGON SERIES by Lulu D. Crandall.

It was May 13, 1850 that Col. Loring, carrying out Gen. P.F. Smith's orders to establish garrisons along the Old Oregon Trail, sent 2 companies of rifle regiments to The Dalles to locate a supply post, for posts east of here to be supplied by teams and wagons. Capt. Clairborne was detailed for this purpose and with him were Lt. May and Lt. Ervine and his surgeon was C.H. Smith. The troops set about erecting buildings out of logs. The headquarters building was a long building of logs with a number of rooms, one after another opening out on a common veranda and looking north. The building was always called the "log barracks" and was used as officers quarters. It stood on 15 & 16 between Trevitt and Bridge. There was also a store house, a guard house, a sawmill, a mess house, a commanding officers house and quarters for the men. They occupied the flat along 9 street to Mt. Hood with endless corrals for hundreds of government mules and calvary horses. There was a wagon shop, a saddle shop, a blacksmith shop, a carpenter shop. The sawmill was built on 9 & Mill creek from which the creek took its name and it stood on the north side of 9 street bridge. There is a pathetic story connected with it.

Major Tucker had orders to build a sawmill at Ft. Dalles to be operated by mule power. His men working on the fort argued that his superior officers were not familiar with the availability of the water power so he built the better water power mill and was court martialed for disobeying orders, found guilty and dishonorably discharged from the army. He felt the humiliation and disgrace keenly, went to California where he died of a broken heart in a few years.

In 1850 the DONATION LAND CLAIM ACT was passed by congress Sept. 27 giving married men 640 acres. The law expired Dec. 1, 1855. All Donation Land Claimants were first citizens of Wasco county. In 1850 the BRIDGE OF THE GODS book was written by Fredrick Homer Balch, first author of Wasco county and its most outstanding writer. It was a "best seller" with 27 editions! There has been no story that has come out of the west that comes anywhere near the popularity of the Bridge of the Gods. Edward Crate settles at Crates Point on his Donation Land Claim.

The Dalles in 1851-52

The POST OFFICE at The Dalles Landing was established November 5, 1851 by Nathaniel Coe, territorial postmaster for Oregon and he appointed William Gibson, keeper of the sutlers store at the Landing here as postmaster. This makes the post office the oldest business institution in The Dalles and in existence more than 100 years! As stated above Wm. Gibson's sutlers store was located on the bank of Mill creek at First and Union in Nathan Olney's log store building. Justin Chenowith, after whom Chenowith creek was named, was given the contract by Capt. Nathaniel Coe for transporting the mails from the Cascades to Fort Dalles Landing. He used a sail boat, Indian dug-out canoe with husky Indian paddlers for assistants on days when the wind was not favorable for sails. Wm. Gibson sold his store to Victor Trevitt who moved the building to his property at the north-west corner of 2nd & Union, across from the present post office building. The military authorities relaxed their restrictions against settlement. This allowed Allen & McKinley to establish their store at First & Court with Perrin Whitman in charge. Henry Chase established a store which he sold to John Simms. W. C. Laughlin located his home at the foot of Laughlin street where the Stadelman Ice plant is now located. The Dalles Hotel was established by Mr. Tompkins; W.D. Biglow established a store in a tent and Milo M. Cushing operated a store and hotel.

THE DALLES IN THE 1850's by Elizabeth Laughlin

Elizabeth Laughlin (Mrs. Wentworth Lord) in her REMINISCENCE, (THE FIRST HISTORY OF THE DALLES) published at the turn of the century, we quote as follows:

"My father, William C. Laughlin, and my mother (Mary Yeargin Laughlin) came to The Dalles by ox-team in 1850. The garrison buildings consisted of 6 logs houses. The soldiers were housed in tents. There were 100 men working at the mill (9th & Mill creek) and on the fort buildings that winter. The pine trees upon the hill were just small bushes in those days and a wagon could drive over any of them! Nathan Olney had a store on Olney (Chenowith) creek and father erected a log house, with the help of mother, near Olney's store and lived in it that first winter. It didn't even have a floor in it, except for the good old mother earth! We were so poor that mother made shirts out of canvass wagon covers! Salt was sold by Olney for 12 $\frac{1}{2}$ ¢ a pound! When we ran out of money, flour and other food mother stewed birds to eat! Occasionally we could trade a little work for some flour with John Bell at the fort. Father worked in the government sawmill (at 9 & Mill creek). We had a cow and sold milk to the soldiers at the fort. Mother made gloves for the soldiers out of buckskin. She remodeled officers uniforms to help make a living.

"In 1851, when the soldiers left the fort, we lived in one of the fort cabins which had a dirt floor. Later we moved into a cabin across Mill creek from the fort and then we moved back to the fort where mother cooked for the men and lived there. We accumulated a small herd of beef and sold fresh meat to the emigrants that fall. The emigrants would abandon their poor, weak, thin animals here and father would buy them and pasture them out until by next year they shapeden into good animals that either could be worked or eaten. He got them cheap and sold them at good prices. We also sold pickles, butter, eggs and garden stuff to the emigrants who were almost wild to get some 'real American food' after 6 months of dried foods.

"In 1852 we started a store at FAIRBANKS (on lower 15 mile) with Frank Camp, selling beef, flour, dried fruit, cakes, bread, pickles, coffee, tea, candy; or traded them for horses and cattle so that by fall we had 100 head of cattle and 100 horses which increased to 400 by winter. That fall we went to Hood River with Dr. Farnsworth and lost nearly all our livestock by the deep snow and cold winter down there. We only had 14 head of cattle and 17 horses left out of 400! We came back to The Dalles in 1853 to stay and by that time there were several houses erected in town, called The Dalles Landing. It was a regular city of tents here then. We were so poor in 1853 we lived in a tent down by the river. In 1854 N.H. Gates built his hotel; Lt. Forsythe built the pioneer hotel; A.H. Curtiss built a hotel; Mr. Martin built the Oregon House and 2nd & Washington and sold it to father in 1860. Louis Eppinger built to Occidental hotel.

"In 1850 The Dalles was dominated by gamblers and the tough element. First and Washington was the main business corner of the town. Fort Dalles was then being built of logs. Henry Williams (of 8 mile) S.L. Brooks and father were among the carpenters who erected the buildings of the log fort. Witness Tree marked the center of the Military Reservation, which was 5 miles in all 4 directions from that tree, located on Mt. Hood street between 12 & 13. The selection was made by Maj. S.S. Tucker in May of 1850. The location of Witness Tree was pointed out by C.W. Denton, 1854 Nurseryman of Mill Creek to members of Fort Dalles Historical Society in 1906. In 1852 Capt. Benj. Alvord arrived at Fort Dalles with several companies of U.S. Infantrymen. In 1853 the Military Reservation was cut down to one square mile permitting settlement of The Dalles Landing and Jonas Mosier erected many of the dwellings and business buildings."

THE DALLES IN 1850 by J. W. Covington

"The Dalles Landing is a desolate location of 100 abandoned emigrant wagons and starved cattle roaming about the flats and hill sides. There was only one cabin in The Dalles at that time, located on the bank of Mill creek and used by Nathan Olney, who came there in 1848, as a combination store and dwelling."

1852 was the year of the BIG EMIGRATION when 18,000 people were credited by historians as passing through The Dalles and many of them remained or returned to The Dalles to make their homes. The side wheel steamer FLINT was built here in 1851 and taken to Portland for the passenger trade in 1852; and Nathan Olney that year (1852) established a ferry at the mouth of the Deschutes. The winter of 1852 was so severe at Edward Crate lost nearly all his stock at Crates Point.

The Dalles in 1853

In 1853 the Military Reservation was cut down to one square mile. Emigrants were allowed to settle at the Landing. Jonas Mosier, after whom the city of Mosier was named, built many of the dwellings and business establishments becoming the first contractor of The Dalles. Nathan Olney sold his Chenoweth store to Dr. C. W. Shaug, one of the earliest family physicians of The Dalles and Justice of the Peace when The Dalles was a part of Clackamas county and owner of the George Snipes farm, after whom Snipes acres was named; and went to the mouth of the Deschutes to establish a ferry to help emigrants cross that stream. After about 4 years he sold his ferry and farmed near the mouth of 5 mile creek. The emigration that passed through The Dalles that year was estimated to be 8000. The steamer Allen & McKinley Co. operated from The Dalles to the Cascades hauling mail, passengers and freight. C.W. Denton settled on his Donation land claim on Mill creek on property now owned by the Neilsen Bros. where he established the first nursery in the county. In his place was "treaty oak" under which the Indian treaty of 1855 was signed by the Indians and Joel Palmer, Supt. of Indian affairs for the government. On Sept. 5, 1853 the name of the city was changed to WASCOPAM and remained known as Wascopam until March 22, 1860 altho the fort remained known as Fort Dalles. In the latter part of 1853 when the talk began to get strong for creating a separate county east of the Cascades with WASCOPAM the county seat, Major Gabriel J. Rains, in charge of Fort Dalles, was "opposed to extending the newly proposed county boundaries from the summit of the Cascades to the summit of the Rockies and from the Columbia river to the boundry of California, for the reason that it was too large in size and because there were only 35 white people within its borders."

The above is a much quoted statement made by Major Rains when he came to Fort Dalles with 2 companies of soldiers in 1853. It is often that politicians and military men make "political statements" in opposition to movements that exaggerate the truth. The following is a list of 1854 known First Families of Wasco County when it was created January 11. The initials DLC indicate Donation Land Claimants who had to file on their claims between 1850 and 1855, nearly all of whom were married and obtained the full 640 acres:

Daniel Bolton DLC; W.G. Biglow DLC; J.M. Bird; John Bell, sutler; John Booth, saddler; A.D. Bolton; Justin Chenowith DLC; Edw. Crate DLC; Catholic Mission DLC; Father Mesplie; T. Mesplie DLC; Lafayette Calwell DLC; Mr. Chase; M.M. Cushing, merchant; Nathaniel Coe DLC; James Benson DLC; Frank Camp, merchant; A.H. Curtiss, hotelman; S.L. Brooks, carpenter; J.W. Covington; P. Craig, druggist; Daniel Butler DLC; Chas. Denton DLC; J. Doherty, merchant; W.L. DeMoss, baker; Louis Eppinger; Lt. B.M. Forsythe, hotelman; W.C. Fauntelory; Mr. Foreman, blacksmith; Dr. Farnsworth; N.H. Gates, hotelman; Wm. Gibson, merchant; J.C. Gore; Rev. James Garrish; John Halligan DLC; L.R. Henderson DLC; Dufur; Orlando Humason, father of Wasco Co.; J. L. Henderson, merchant; John Irvine DLC; H.P. Issac, merchant; Jacob Juker, merchant; Rev. Jenkins; Warren Keith; Wm.C. Laughlin; DLC; Talbot Lowe DLC; Dr. Wm. Logan; Nathan Morris DLC; Josiah Marsh DLC; Josiah Mosier DLC; Richard Marshall DLC; Mr. Martin; W.C. Moody, first jailer; C.R. Meigs, first recorder; Capt. Issac McFarland; John F. Noble; Nathan Olney, first merchant; Orville Olney; Wm. Olney; Peter Rudie DLC; Dr. C.W. Shaug DLC; John A. Simm DLC; Geo. Snipes DLC; Victor Trevitt DLC; John Thompkins; Capt. R.R. Thompson DLC; Thompson Addition; Perrin Whitman, clerk; Henry Williams, homesteader on 8 miles; W.C. Wallace, contractor; H.J. Waldron, druggist; Louis Eppinger, hotelman; W.C. Moody, warehouse; a total of some 60 names of heads of families, which, together with their wives and children would account for about 200 people. One of the early directories credited Wascopam as having a population of 300 in 1854 and this latter figure is probably much closer to the actual number of people here than the 35 figure Maj. Rains is credited with claiming. The further fact that Orlando Humason, Clackamas County legislator who lived in The Dalles, and sponsored the bill creating Wasco county, didn't seem to have any trouble in getting his bill passed, would be a good indication that the legislative politicians didn't take very serious the claim that only 35 white people lived in Wasco county.

WASCOPAM in 1854

Maj. Granville O. Haller came to Fort Dalles with one company of men in 1854 relieving Maj. Rains. The Ward emigrant train massacre near Ft. Boise in August drew Maj. Haller to that area with half his men and a few additional volunteers but the Indian had fled and it was not until 1855 that scout troops took and hung the murderers responsible for the massacre, under command of Maj. Fitzgerald, who was in charge of Fort Dalles in 1855. The "township act" was passed by Congress authorizing the legal laying out of cities altho cities could be platted under the act of May 23, 1844. Orlando Humason, the Father of Wasco County introduced his bill in the Oregon legislature to create Wasco county. As stated above he was a representative of Clackamas county but lived in Wascopam. The bill was adopted January 11, 1854. Scholl & Noble started a sawmill on Mill Creek at the Urquert place, about 3 miles up the creek at the first bridge, to saw lumber for Fort Dalles and Wascopam houses and business buildings, sheds, barns and the like. The steamer MARY was built at the Cascades for trade between there and The Dalles (Wascopam). Passengers in those days had to stay all night at the Cascades, on the trip in each direction. John Simms was first county sheriff, Geo. Snipes was Court Crier and Justin Chenowith was first county judge. WASCOPAM was platted as a town and the year 1854 MARKS THE BEGINNING OF THE CITY as well as the county, many historians have claimed. There seems to have been enough people here and enough business activity to advance that date to 1852 as the "beginning of the city".

Joel Palmer, government Indian agent, made the much publicized treaty of 1855 with the Indians under the Charter Oak on the Denton(Neilsen)place up Mill creek. This treaty provided for the Warm Springs Indian Reservation of 484,000 acres, provided that Indians could hunt and fish in their "usual and accustomed places" and forbid white men from trespassing upon their lands, provided for schools, and Indian agent and other provisions. The Donation Land Claim Act expired December 1 1855. It was adopted Sept. 27, 1850. All Wasco County Donation land claims, on file in the Wasco county assessor's office had to be filed on between those dates. While the Indians on the Oregon side of the Columbia river accepted the terms of the Treaty of 1855 those on the Washington side were not ready to submit to being placed on reservations and having all their other lands taken by the white man without fighting for their homes. The powerful Klickitat Indians especially prized their freedom. They were known to hunt on the plains, east of the Rocky mountains, for buffalo hides which were highly prized; and early miners relate about meeting them in the gold fields of California. They travelled widely for Indians of that time and had lots of friends in other tribes who felt as they did about the white man's encroachment and spent much of the year of 1855 preparing to resist the white man. Things came to a head that fall when they murdered A.J. Bolan, Indian Agent, on the Washington side of the river almost within sight of The Dalles while on a peaceful mission. A friendly Deschutes Indian, sent into the country to find out why Bolan had not returned found that he was murdered and that the powerful Klickatats, Yakimas and Walla Wallas were all united for action.

THE DALLES CO. B. OREGON MOUNTED VOLUNTEERS

In Sept. 1855 that Major Gabriel J. Rains ordered Major Granville O. Haller, also stationed at Fort Dalles, with a company of 150 men mounted, into the Yakima country to punish the Indians and find the murders of Bolan. The met the Indian on Oct.6, 1855 strong. Out-numbered 10 to one they fought all that day and night and all the next day and night when they dispatched a messenger to Fort Dalles for re-enforcements. On the evening of the 3rd day they turned their extra stock loose and prepare for a night retreat. They built fires to keep from being separated and the Indians put up an all night running fight with them to within 25 miles of The Dalles(Wascopam)where they met Lt. Day with 45 men of the 3rd artillery. Haller reported 5 men killed and the loss of practically all his horses and supplies. Haller called for 1000 men but was given only 319 under Capt. Fitzgerald who took charge of Ft. Dalles. The governors of Oregon and Washington made calls for volunteers and The Dalles(Wascopam)organized Co. B. Oregon Mounted Volunteers under Capt. Orlando Humason, their Father of Wasco county, October 11, 1855. Joel Palmer was General and J.W. Nesmith was Colonel. We are going to give the list of names of this company here because these men, most of them at least, were "first citizens" of The Dalles and Wasco county at that time, further refuting Maj. Rains credited statement, "that there were only 35 white people in Wasco county in 1854":

John T. Jeffers, 1st Lt.; James McAuliff, 2nd Lt.; Jerrmah E Dennis, Serg.; Tom Martin, Serg., B.F. Cooper, Serg., J.C. Smith, Serg., and corporals James Given, Oliver Jeffers, Henry Humphries, Amos Underwood; and privates Monroe Adkisson, John Ashraft, Chas. Archard, John Allen, J.R. Alphny, John Brook, J.R. Bates, DANIEL WEBSTER BUTLER, James P. Beebe, David Bagley, Wm. Barnett, John Crawford, John Cogswell, Felling Cheat, Harding Chenowith, Archibald Davidson, C.W. Darling, L. Dupias, Hesikiah Davis, J.Estes, James Elgin, E.Edwards, John Foreman, J.W. Fulp, Robert Fleet, Wm.H. Gates, Joseph Gray, W.W. Gifford, F.T. Glisen, E.J. Gliessen, Lott Hatlinger(killed), Geo. Hedges, L.P. Henderson, Robert Hamilton, H.C. Hold, Wm. T. Hammeck, Wm. Johnson, J.P. Jones, Warren Keith, Arnold King, L.J. Kimbidian, Edw. Litherel, A.J. Lockwood, S. Loomis, Cornelius McFarland, A.S. Martinson, Richard J. Monroe, J.M. Martin, C.R. Muze, J. McDonald, Wm. McWillis, LeRoy McAnston, Wm. Niven, A.J. Price, G. Pell, J.A. Prindle, J.W. Phillips, Wm.H. Robinson, Geo. Rindle, Chas. Rowe, G.R. Roberts, J.R. Slaley, Chas. Suves, H.H. Starr, Geo.W. Scott, Geo.W. Smith, Bruce W. Smith, Henry S. Steelman, James Sturdevant, Thomas Trossell, VICTOR TREVITT, DeForrest Stansbro, A. Woodard, F.D. Wolf, Jont Indian, J. Amiden, Hugh Crowley, Robert W. Tompkins, Benj. F. Reynolds, Samuel S. Morris. They were called into the service by Proclamation of the governor of Oregon Oct. 11, 1855 and served from the 20th of Oct. 1855 to May 19, 1856.

The following Dalles men served in Capt. Benj.F. Burche's Co. B. under Col. Thomas R. Cornelius called into the service by Proclamation Jan.16, 1856 to serve until May 8, 1856, the original co. being from Salem:- John W. Allen, Samuel Beck, Thomas Burch, James Campbell, T.V.B. Embree, Marcus Gilliam, Abraham H. Garrison, Frances A. Haines, W. Hayter, Geo.A. Lambert, Newton Marshall, Felix G. Laughlin, Wm.A. McDaniel, Issac V. Massman, James L. Martin, Wm.F. Reynolds, Solomon H. Sutton, Sam H. Tetherow, John Vernon, Henry Willoughby, Joseph L. Morrison, David L. Hedges, Geo. Shiel.

The following Dalles boys served in Maj. David Layton's Co.C. 1st Oregon Mounted Rangers from Albany:- Pinkney Haley, Wm. A. Burk, Wm. R. Rexford, John Brownlee, Richard Fry, James Houston, Thomas B. Heller, Wm.L. Kendall, James W. Kelley, James B. Morgan, Arthur F. McBride, Thomas B. Mitchell, Oliver Price, Josiah B. Smith, Silas B. Story, Casper Snook, Hiram Wood, Abel White, Jarrett Walker.

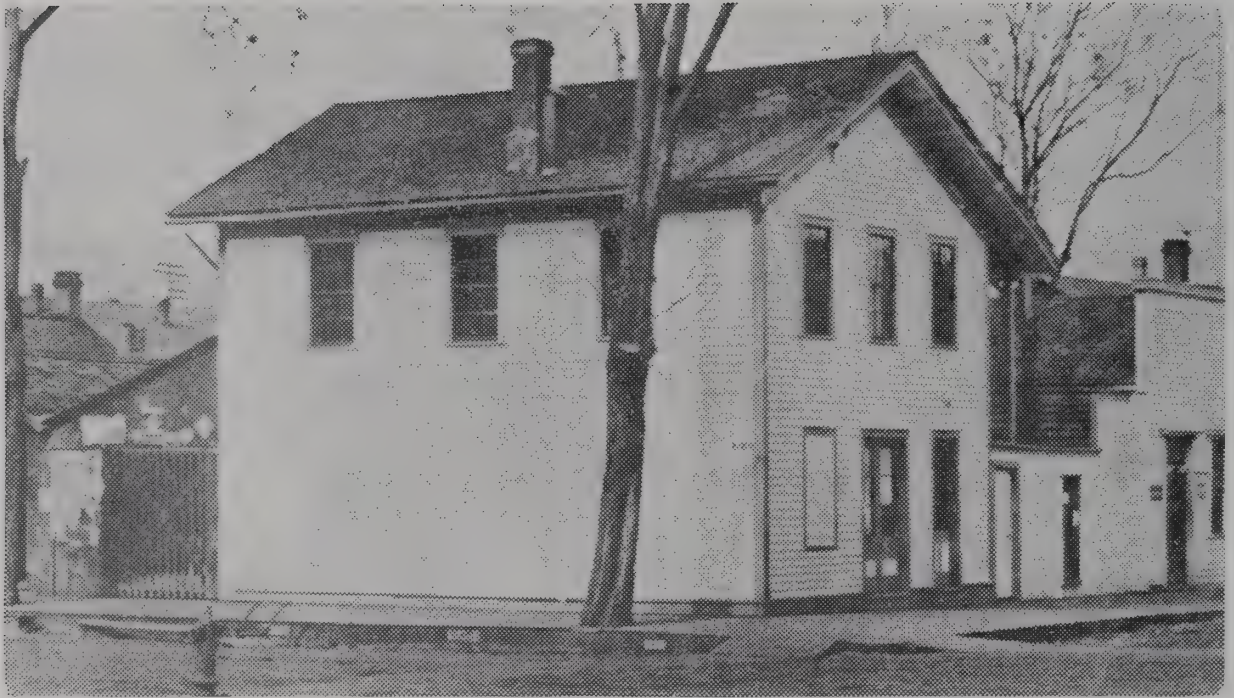
Maj. Gabriel J. Rains was in charge of the Yakima Indian war campaign and Col. Geo. W. Wright of Ft. Dalles commanded the entire expedition. Col. Wright's tactics were to kill all Indian horses leaving them dismounted so they couldn't fight; and to starve them into submission by not allowing them to either fish or hunt, raise wheat or other crops or livestock. Capt. Orlando Humason's Dalles company fought in the Walla Walla campaign, going up there on the 24th of Nov. under Col. J. W. Nesmith. Nathan Olney of The Dalles went along as Indian agent. They were re-enforced at Umatilla in Dec. by Col. Kelley and 350 men. There was snow on the ground and the weather was very cold causing much suffering among the men.



Flood - 1894



Freighting in 1890's



Old Court House 1854



Ruins of Fort Dalles

WASCOPIAM(The Dalles) 1858

The Dalles company found Ft. Walla Walla(Wallula)burned. Enroute to Walla Walla they met Pan Pan Mox Mox the Indian Chief and several of his followers who were made prisoners. They encountered the main body of 1000 Indians and had a running fight with them to the Whitman Mission. The prisoners tried to escape and were shot to death and different parts of the Chief's body was taken by the soldiers as trophies of war. The Indians were estimated to have lost 100 men while 24 soldiers were thinned from the military ranks in a 3 day battle. The winter spent at Walla Walla was very severe, like that at Valley Forge, the temperature at times being 20 below and lots of snow and clothing, shoes and blankets scarce. The feet of many of the boys were frozen. Horse meat that winter at Walla Walla was called "Cayuse Beef". When the weather opened in February the troops pushed on into the Palouse country.

In April as Capt. Cornelius was leaving Ft. Dalles for Walla Walla the Indians stampeded his horses leaving the command dismounted near the forks of 15 and 8 mile creeks. Two companies were sent to Tygh where they had a skirmish with the Indians near the Devil's Half Acre. Col. Wright had closed the Columbia river from Indian fishing, closed the Yakima river also; built a blockhouse at the Cascades to keep the river open for traffic and built a portage road of wooden rails to step up movement of supplies. Horses and mules were used for motive power on the Washington side of the river. This blockhouse and settlement was attacked in March 1858 and several lives were lost in a massacre. The steamer Mary hurried to The Dalles for military aid and Col. Wright took 250 men down on the Mary March 28. The Belle and Fashion brought 100 men from Portland and Vancouver. The Indians scattered.

Col. Wright finally was able to push on to Walla Walla on the 6th of May and by the 27th had chased all the Indians into the Yakima country where he killed 800 of their horses, prevented them from hunting or gathering any food or fishing thus starving them into submission on Indian reservations. Major Layton did the same thing on the Oregon side killing some 900 horses for Indians, took their supplies and forced 1000 Wasco, Tygh, Deschutes and John Day Indians in to the Warm Springs reservation. By August of 1858 the Yakima Indian war was over.

FORT DALLES IN 1858

The military garrison at Fort Dalles was strengthened that fall under Col. George Wright with 3 companies of the 9 U.S. Infantry. Steps were taken to replace the old log Fort Dalles buildings with more modern sawed lumber buildings and for the next 2 or 3 years a rebuilding expansion program was laid out with Capt. Thomas Jordan in charge and Louis Scholl the architect. He was born at Calaroke, Germany, educated at Lyceum as an architect and apprenticed in wood and iron work. He came to America in 1848. His plans for the post buildings, "the like of which did not exist at any other army post", Mrs. Crandall writes, "the buildings were in a semi-circle, looking toward the river, and consisted of the commanding officer's quarters(occupied by Col. Wright); the surgeon's quarters(Ft. Dalles Historical Building)on the left; further to the left were quarters for the non-commissioned officers; to the right of Col. Wright's quarters was Capt. Thomas Jordan's quarters and the commissary. The band stand and the flag pole of the parade grounds is the same as the playgrounds of the Col. Wright school and its flag pole. The Guard house was just west and down 14 street from the Col. Wright school. The stables were on 11 & Mt. Hood while corrals for hundreds of horses and government mules occupied practically all the rest of the ground down to 9th street. There was the saddlery, carpenter shop, wagon shop, blacksmith shop, bakery, hospital, main barracks buildings for both the cavalry and the infantry with cook houses in the rear of each."

"The cost of the fort buildings ran from \$5000 for the smaller ones to \$22,000 for the barracks and up to \$90,000 for Col. Wright's quarters which had a fireplace in every room. The carpenter work was all done by hand," according to an article published in 1915 by Roxa Shackelford, president of the local Ft. Dalles Historical Society; "well seasoned materials was used, 2 year time was required for completion of the fort. Col. Wright's quarters had oak sideboards, wardrobes and mantle pieces and it was destroyed by fire Dec. 24, 1866. Carpenters were paid \$10. a day, owing to demand for labor in the mines. It was estimated that the total cost run about 1/2 million dollars. The fort was established May 13, 1850 as a guard to the emigrant road. First built of log buildings that were replaced in 1856 for more adequate ones to handle the business of supplying outlying forts, guarding emigrant trails, surveying public lands, protecting emigrants, prospectors and miners from the Indians. All expeditions into the wilderness of eastern Oregon and Washington had to be outfitted at Fort Dalles. New posts and forts had to be established and maintained in the Indian country and mining districts. All traffic in those days were by oxen, mules, horses, wagons and pack trains. The government mule in those days was a respectable animal worth lots of money! Large stables and corrals were necessary. The blacksmith shop, wagon shop, harness shop, saddle shops, carpenter shops were all very important in those days at Fort Dalles. The officers and men had to have good quarters and in 1856 when Col. George Wright came to Fort Dalles it was a bee-hive of activity.

"The sawmill, located at 9 & Mill creek, was shipped around the Horn. Its installation gave Mill creek its name and provided much of the sawed lumber for Fort Dalles. The post at that time had one of the best military bands in the U.S. and military marches and other band music floated out into the breezes of the wilderness of those days here. The band also provided music for dances and other social activities of the garrison at Fort Dalles. The fort was abandoned in 1871 and remained unoccupied until 1884 when the grounds of the reservation was laid out by the government as Fort Dalles Military Addition to Dalles City, with streets dedicated to the city and lots sold by the government giving U.S. PATENTS, rather than deeds, to the lots. (In 1952 patents are still being issued for these government lots.) (Louis Fritz, born at Fort Dalles, generally collaborated with Mrs. Crandall and Mrs. Shackelford or other persons writing about Fort Dalles.) (Louis Scholl was born in Germany in 1829 and died in Los Angeles June 6, 1911)

Gov. Issac Stephens of Washington was outfitted at Fort Dalles before leaving for the peace treaty grounds at Walla Walla in 1855. Maj. Rains provided him with a squad of soldiers under Lt. Gracie. Dr. Hammond was one of the surgeons at Fort Dalles in 1856, and he afterwards became an eminent doctor in San Francisco and still later was Surgeon General of the U.S. at Washington, D.C. Louis Scholl, Fort Dalles architect, came to The Dalles in the big emigration of 1852. He drew the plans for Ft. Walla Walla, Simcoe and Colville. He was living at Walla Walla in 1904 at age 80. The original plans for Ft. Dalles was presented to Ft. Dalles Historical Society by Mr. Scholl. Fort Dalles was occupied until the Civil War when the soldiers was sent east. For the next 20 years it was looked after by Jacob Fritz, father of Louis Fritz from whose scrapbook much of this information was obtained by courtesy of Louie's daughter Mrs. Thelma Cox of The Dalles. As caretaker, Jacob Fritz was paid by the government until 1884 when it was laid out as an addition to Dalles City. Capt Thomas Jordan selected the best lumber cut at the 9 & Mill creek sawmill for the Fort buildings. The sandstone for the foundations and chimneys was quarried on the bluff above Scenic Drive. Much native alder was worked into the stairway rails, mantels and fancy woodwork. The construction on the fort buildings made it necessary to hire much skilled labor. That labor had to have a place to live so the military authorities was forced to cut down the size of the military reservation and permit some settlement at Fort Dalles Landing down near the warf (called Wascopam).

The government had purchased the Methodist Mission buildings from the Methodist society in 1856 for \$24,000, notwithstanding the fact that they had bargained with Dr. Marcus Whitman in 1847 to sell to him for \$600. This resulted in litigation between the Methodist society and the government until its settlement in 1888. The rails of the mission were stood on end to make a compound fort.

The buildings of the fort fell into decay and destruction by squatters who carried off the doors, windows, stairs and lumber, burning what remained. No friendly hand ever reached out to save any of the old fort buildings except the surgeon's quarters acquired by Fort Dalles Historical Society, its plaster patched, roof repaired, windows replaced and caretaker hired. Mrs. Wm. Shackelford, Mrs. J.M. Marden, Mrs. Wentworth Lord and Mrs. C.J. Crandall were the 4-Horsewomen of the Historical Apocalypse who conceived the idea of preserving that last building. The first efforts to secure the building was made by the Taine Class of Jay P. Lucas of the U.S. land office and he was appointed to contact the Interior Department regarding securing the building for the Historical Society. Much correspondence ensued. The building was appraised at \$1100. The Serosis club in May 1903 looked into the matter and made a trip to Portland to see the officers of the Oregon State Historical Society. Judge Bellinger was president, George Himes was secretary and they were much interested. We contacted Congressman Williamson of The Dalles and he introduced legislation to donate the building to the Oregon State Historical Society in 1904; and they appointed Mrs. William Shackelford, Mrs. C.J. Crandall, Mrs. W. Lord, Mrs. John Marden, Mrs. S.L. Brooks and Dr. Belle Furgeson to look after the property. Out of that committee grew the Fort Dalles Historical Society in 1904. Working under the Oregon Historical Society they elected Mrs. Wm. Shackelford, president, Mrs. Wentworth Lord, Vice-President, Mrs. John Marden 2nd Vice-president, Mrs. C.J. Crandall, secretary and Dr. Belle Furgeson, treasurer. The society spent \$1000 on the building and secured Mr and Mrs Paddock as custodians.

On the grounds is an old Indian dug-out canoe 20 feet in length, hollowed out by fire and dressed with sharp stones by Indians before carpenter tools were brought to Oregon. Tablets fastened to trees in the yard are in memory of Joseph G. Wilson, first judge of this district and J.K. Kelley, first mayor of The Dalles and U.S. Senator. The file of the Mountaineer, donated by John Michell, is in the building (now in Portland-1952). The original plans of the old fort, given by Louis Scholl are in the building, as are the first oil lamp brought to The Dalles; an old table used at the fort in 1850; Indian curios of stone and wood from Mr. Scholl; a china sugar bowl from Father Mesplie's Catholic mission; a section of the "witness tree" (14 & Mt. Hood) from which early surveys were made; ancient flint lock fire arms; one of the first melodeons brought to Oregon and photoes of many local pioneers.

GENERAL ORDER:--HEADQUARTERS, DEPARTMENT OF THE PACIFIC, FORT DALLES, O.T., JUNE 29, 1857

NO WHITE PERSON SHALL BE PERMITTED TO SETTLE IN INDIAN COUNTRY EAST OF THE WHITE SALMON RIVER AND NORTH OF THE COLUMBIA IN WASHINGTON TERRITORY, AND EAST OF THE DESCHUTES IN OREGON.

This order was revoked by Gen. Harney Oct. 31, 1858. By that time Col. Wright had compelled all Indian tribes to sign treaties of peace and this opened the Inland Empire to settlement, The Dalles being the first original gateway. Emigrants came in long trains to settle in the valleys east of The Dalles (Wascopam) where thousands of horses and cattle grazed on the bunch grass hills that knew no plow for years afterwards. Safe settlement was assured by forts at The Dalles, Walla Walla, Boise, Simcoe, Yakima and Colville.

The 4th U.S. Infantry brought a number of soldiers to The Dalles who afterwards became pioneer families, among them being M.M. Cushing and Jacob Fritz, the latter who came via Panama with Col. Bonneville and his quartermaster Lt. U.S. Grant in 1852 and 700 men. The trip took 6 weeks and they lost 100 men by Cholera. In 1878 Pres. Grant told S.L. Brooks at the Cascades, "I was never stationed at The Dalles, but once was there a few days on an inspection." Jacob Fritz was born in Germany (1828) came to Penn. at 16, joined the 4 U.S. Inf. in 1852 coming to Vancouver where he remained till 1856 when he came to Fort Dalles (1863) and was 20 year the caretaker of old Fort Dalles, also employed by the Oregon Steam Nav. Co. as storekeeper and in 1875 was in charge of the commissary of the O.R. & N. Co. shops in The Dalles. He was quartermaster sergeant in the 4 U.S. Inf. He was a very well liked man by children and adults alike, a trait that is handed down in the Fritz family for 4 generations. He married Sarah Collins and they had 10 children among them being Louis, John and Charlie, Mary, Agnes, Ida and Lettie all born at the Fort Dalles garrison home of the family. Jacob Fritz died Feb. 4, 1898. His son Louis, first white child born at Fort Dalles (1867) died Oct. 29, 1848 at 80. He was a member of the National Guard, a painter by trade, a state game warden, a member of The Dalles band and Legion drum & bugle corps. He assisted Mrs. Crandall in writing her Covered Wagon series of

pioneer articles on the early history of The Dalles and took a great interest in historical matters and did considerable research work, as the files of the Oregon State Library at Salem shows. He married Lora B. Johnson(1892)and they had Thelma(Mrs. Leonard Cox)of The Dalles and Col. Chester Fritz of Salem, manager of the gasoline tax refund department of the State Department

COL. GEORGE WRIGHT

In 1861 Col. Geo. Wright was promoted to general and was placed in command of the Pacific department with headquarters at San Francisco where he remained until 1865 when the Oregon department was established with headquarters at Vancouver. He was returning to Fort Vancouver on the Brother Jonathan which struck a reef off Crescent City, Cal., in a storm, sinking within minutes July 9, 1865 with the loss of 200 lives including those of Gen. Wright and his wife whose bodies was found 150 miles south of the wreck. He was born in Vermont and a West Pointer of 1822, a veteran of the Florida and Mexican wars in addition to the Yakima Indian war. They were buried with military honors in the state house square at Sacramento, Cal. Oct.21,1865. The Times-Mountaineer said, "the lives of Gen. Wright and his wife were beautiful examples of unvarying devotion; and in death they were not divided." The Brother Jonathan was considered a good seaworthy boat but in an endeavor to run in to Crescent City, out of the storm, the vessel struck a sunken reef and within minutes went to the bottom with 200 passengers powerless to escape. Gen. Wright had a large sum of gold with him to pay soldiers at Vancouver, which was lost. Wm. Logan, Warm Springs Indian Agent also had a large sum of gold with him to pay Indians and those in the Indian service, which was lost. Many attempts were made to salvage the gold but the sea continues to hold the secret of its location.(Roxa Shackelford).

At the dedication ceremonies of the Col. Wright school in 1925 Louis Fritz said, "the old Fort Dalles flag pole and parade grounds are the same as the Col. Wright school grounds, except for the change in size of trees. The saddlery and commissary departments stood just below the school(north), south of which was the hospital. The Guard house stood almost where the school building now is erected. The old flag pole, made on 2 sections, was later cut down by emigrants for firewood. The stables for the calvary equipment and horses were down about where 8th street now is." The Col. Wright school was opened Sept. 8, 1925. There were 12 lots in the grounds and the building cost \$53,511.38 plus the furnishings of \$3778.70.

DALLES CITY 1857

Fort Dalles was "officially" incorporated as Dalles City June 26, 1857 by Col. N.H. Gates.

The Umatilla House, the best known hotel in the Pacific northwest, was built by the Nixon Bros. and sold to Mr. Graves. The steamer Hassalo was built at the Cascades for the middle river run to Wascopam(Dalles City)by Bradford & Co. Orlando Humason, Father of Wasco County, built the MOUNTAINEER at DUFUR and launched it at the mouth of the Deschutes river to add to his fleet of sail-boat scows that operated between Deschutesville and Wallula, with R.R. Thompson, of Thompson Addition to The Dalles, as a partner. They used the Old Oregon Trail as a freight and Portage wagon road between The Dalles and Deschutesville via the Old Oregon Trail and Fairbanks and he had Wascopam wagon makers make him some of the largest freight wagons ever seen in the west. They operated this Portage wagon road from 1857 until they were absorbed by the Oregon Steam Nav. Co. in 1862; whom that year(1862) built The Dalles to Celilo Portage railroad. The above wagon road, during those 5 years carried the largest volume of traffic any road of the pioneer west ever carried in the history of the west! The Masonic lodge was established in The Dalles March 28 of that year. Five feet of snow was recorded.

WASCOPAM(Dalles City) 1858

R.R. Thompson and Orlando Humason builds the upper Columbia river steamer Col. Wright at Dechutesville to take care of the increased volume of passenger and freight traffic to the mines. The Wright paid for itself in a few trips. The Columbia Steam Nav. Co. and the Oregon Steam Nav. Co. operated boats on the middle river from the Cascades to The Dalles. M.M. Cushing built his hotel in Wascopam that year and the Wasco Hotel was built making 3 hotels to take care of the "floating population" passing through the city. Bradford & Co. established their boat office in Wascopam. W.G. Biglow started his grovery store, McCormick's Mt.Hood saloon was in business, McAuliff had a grocery, W.A. Moody had an assay office for weighing and accepting gold dust. P. Craig, who came to the city with military forces, opened the first drug store of the city, W.L. DeMoss opened a bakery. These were the leading merchants of The Dalles City--WASCOPAM that year and were considered the wealthiest in Oregon!

WASCOPAM(Dalles City) 1859

The Journal, the first newspaper of the city appeared that year, edited by Capt. Thomas Jordan. W.A. Moody built his meeting hall and opra house for public gatherings and entertainment, on First street(south side)between Union and Court. Long lines of freight wagons, pack trains, emigrant schooners lined the streets. Orlando Humason's portage road was just choaked with traffic day and as late at night as possible, weather permitting. Bradford & Co. warehouse was jammed with freight. Historical writers credit the city with a "floating tent population of 10,000", which if true would be the highest the city has ever had. Gold dust was the medium of circulation everything being on a gold basis with no services for less than \$1. Mrs. Lord said, "the town was controlled by gamblers and the tough element and night life was a virtual uncontrolled riot."

Col. N.B. Sinnott and Maj. Daniel Handley(a 300 lb. man)acquired the Umatilla House at First and Union and they made it a world famous hotel of 128 rooms.(See special article on). The Dalles fire department was established. The first courthouse of Wasco county was built and the city limits was extended to the 2nd bluff. The Congregationalist church was established. Oregon was admitted to the Union. The lumber for the first courthouse was sawed at the Jonas Mosier mill at Mosier and floated up the river on a scow. The demand for lumber for construction far exceeded the supply so Mr. Mosier, who was The Dalles's first contractor went to Mosier for a good source of lumber and power using barges for transportation, called scows, which had sails for self propulsion.

THE DALLES IN 1860

The name of the post office of Wascopam was changed to THE DALLES March 22, 1860.

The first public school at 4th and Jefferson was erected that year.

The wooden Catholic church was erected on Lincoln between 3rd and 4th, facing north, by Father F.A. Vermaas, marking the Catholic religious center being transferred from the County hospital grounds to the area at 3rd and Lincoln streets where it has remained for 92 years.

Edward Crate said he paid \$1 for 12 corn seeds that spring which indicated high gold prices that were being charged in The Dalles at that time, (almost as bad as in 1952).

It was along about this period that Chas. White of Los Angeles said he came to The Dalles for the first time with his father Oliver (the White family lived later where the library is), and they stayed at Col. N.H. Gates hotel, (3rd & Union). Playing across the street in the sand he found 3, 50¢ pieces the first he had ever possessed and went on to explain that 3rd and Union was the "turning lot" for the soldiers when they were heading to and from Fort Dalles; and on pay day they would come down in town and get full of liquor and there seemed to be enough Irish in them to always be fighting on that corner lot, going or coming. He added that those Irish soldiers didn't need any reason for starting a fight all they needed was the opportunity, and as they rolled around in the sand they would lose coins out of their pockets which Chas. White and other small boys of the city soon learned to watch and dig around in the "sand bank" for. Lots of times the soldiers had regular gang fights or free-for-alls in which anywhere from 15 to 50 would be making the blood just fly and the dust rose like a whirl wind had hit the place. The father Oliver White was a carpenter and help build the old wooden first Wasco County Courthouse which sat where the city hall is now located. Capt. R.R. Thompson, Chas. White and Dr. Bonner (who founded Bonner's Ferry, Idaho) ran an early Dalles butcher shop in which he worked 16 hours a day. Still later Mr. White was sheriff of Wasco County. (Chas. White of Los Angeles).

Dalles Merchants of 1860

The census of 1860 showed W.H. Newell, printer; E.W. Waterman, wagonmaker; Lind & Liebe, blacksmiths; F.A. Stern, bootmaker; Francisco Vallard, saddler; Tom & H.C. Gordon, saddle shop; J. H. Murray, sheet metal and iron; Phillip Koster, blacksmith; Fred Bottler, brewery; John Noble, saw mill; U.S. Army, saw mill; Tom Smith, O. Masher, J.M. Thompson, L.T. Henderson and Orlando Humason were saw mill men.

The Dalles in 1860 by Fred Lockley, Oregon Journal staff.

The Dalles saw a hectic time in the early 60's as a result of the discovery of the rich placer mines of Canyon City, Auburn and Idaho points. It was the outfitting point for the upper country and the streets were thronged with pack trains outfitting for the mines. The merchandise houses did a big business and the saloons and gambling houses were perfect mints as they ran 24 hours a day. Some years ago I interviewed Col. Henry E. Dosch who was a business man of The Dalles in the early 60's and he said:

"In the spring of 1864 I was working for Block, Miller & Co. at The Dalles and they had the LARGEST STORE IN OREGON. We not only handled general merchandise and miners supplies but we operated the warehouse from which the goods were taken by pack trains to the mines. The Dalles had a permanent population of about 2500 but the streets were always thronged with transients on their way to and from the mines. There was more activity in The Dalles in one day than in Portland in a month. I had charge of buying of gold dust for the firm. The saloons and merchants of The Dalles accepted gold dust in payment for their wages and we bought the gold dust from them. At that time there was no currency in circulation whatever. There were gold coins from \$1 gold pieces to \$50 gold slugs, but most of the trading was done by the miners, fresh from the mines, with the dust they themselves washed or rocked out.

The Dalles in those days was a wide-open town. George Clayton ran the biggest gambling house in eastern Oregon. You could get plenty of action on your gold dust in his place with poker, faro, 3-card monte or you could bet your money on the small horses. The silver quarter was the smallest coin used. Cigars were 50¢ each and drinks ranged from two bits to four bits each. Victor Trevitt ran the Mt. Hood saloon, which was really a sort of a gentlemen's club. He wouldn't allow a drunk in the place nor would he allow gambling. He wouldn't stand for a rough house nor rough talk. As a matter of fact you saw few drunken men in The Dalles in those days. Everyone went "heeled" so there was little fighting, for, in case of trouble, the survivor was the one who was the quickest on the trigger. This made people a little cautious about starting anything they couldn't finish.

So much gold dust was coming into The Dalles that citizens started action for a mint and Congress appropriated \$100,000 in 1865 for its construction and the contract was let, the rock being quarried 5 miles up Mill creek. Congress provided no more money and the uncompleted building was sold and converted into a flour mill. The Dalles was the trading center for Idaho, Montana, eastern Washington, all of eastern and southern Oregon. Merchants came from Boise and Walla Walla to purchase supplies.

The Umatilla House took in more money over their bar than all the rest of the hotels in town put together. The Oregon Steam Navigation Co. had a monopoly on the river and made money hand over fist. They charged \$60 a ton for freight from Portland to The Dalles (its now \$20. a ton) and the boat fare ran \$20 per passenger with meals on the boat at \$1 each. Boats were crowded to capacity and had more business than they could handle. Breakfast on the boats was ham and eggs, tenderloin steak, venison, fried potatoes, hot cakes and coffee and that kind of a breakfast sticks to your ribs. Steamboats made from \$3000 to \$5000 on a single trip! The record May 13, 1862 was \$10,000 on a single trip for one boat! Steamboat men were W.S. Ladd, Capt. J.C. Ainsworth, Capt. R.R. Thompson (of The Dalles) Simon G. Reed, B.F. Bradford, Capt. L.W. Coe (of The Dalles) Benj. Stark, Joe Myrick, Richard Williams and George Hoyt. (Lulu D. Crandall clippings, Dalles Library).

THE DALLES IN 1861

Streets in the city commenced to take their names and Union was named after the northern or Union states of the Civil war, Lincoln after Abraham Lincoln and Liberty for Lincoln's action in setting the slaves free, Washington was named after George Washington, and Court was named on account of the location of the first courthouse east of the Cascades on the site now occupied by the city hall, Federal for the federal government, Laughlin for W.C. Laughlin, Jefferson, Monroe, Madison and Taylor were for presidents; Pentland for Robert Pentland who installed the first water system in the city, Garrison was the street up to the garrison buildings, Wright for Col. George Wright, Jordan for Capt. Thomas Jordan, Mission for the Catholic mission boundary line and Kelley Ave. for Col. J.K. Kelley first mayor of The Dalles, Trevitt for Victor Trevitt, Mt. Hood for the road up toward the mountain. First street was known as Main and the street below that was Water.

The winter of 1861 was 24 below and the Columbia river froze over. There was lots of stock lost. Edward Crate Jr. carried the mail to Walla Walla that winter by pack train. The boats generally hauled the mail in better weather to Umatilla and Wallula from Deschutesville.

THE DALLES IN 1862

The Dalles in 1862 was a "bee-hive of activity" following the discovery of gold at Canyon City.

The Pony Express service between The Dalles and Canyon City was established(see under Pony Exp.) The pack trains, saddle trains and pony express trains all used the newly established Todd Bridge across the Deschutes below Tygh. It was only a pack horse bridge until it fell into the Deschutes river and was replaced by the wider horse and wagon bridge in 1864; but as a pack horse bridge it handled a vast volume of pack horse traffic to the Canyon City and southern Oregon area. It also was used by pack horse mining trains that came up over the Barlow road from the Willamette valley to the mines. The Homestead act was passed that year allowing some of those miners to take up ranches on the pack train route to Canyon City. Baker and Umatilla counties were taken off Wasco.

The Oregon Steam Navigation Co. was formed that year under the leadership of Capt. J.C. Ainsworth and bought out all other boat operators on the Columbia, and built The Dalles to Celilo railroad at a cost of \$50,000 a mile to handle the vast volume of traffic which was clogging the warehouses at both Portland and The Dalles(for complete story see under BOATS). The 1862 to 1868 was the GOLD MINING PERIOD IN THE HISTORY OF WASCO COUNTY AND CANYON CITY and THE DALLES WERE THE TWO LARGEST CITIES IN THE PACIFIC NORTHWEST. \$15,000,000 was taken from Canyon creek by 5000 miners.

The Times-Mountaineer was established by Wm.M. Hand who operated the paper until his death in 1881. T.S. Lang was editor. The Methodist church was built under the direction of Rev. J.F. DeFoe and the Congregationalist church was built that year under the direction of Rev. Thomas Condon, geologist. The first wooden sidewalks were authorized constructed by the city council and Robert Pentland and James Reynolds laid the first water pipes in the city streets. They sold(1877)to S.L. Brooks and Orlando Humason who in turn sold(1890)to Dalles City. It was claimed in 1890 that The Dalles had sufficient water for a 20,000 town and the best and purest water in the U.S. In 1952 the same volume of water won't hardly care for 5000 people and "health authorities" say its so badly contaminated that "spasmodic chemicals" have to be added to it to "purify it".

The winter of 1862 was one of the hardest on livestock on record.

THE DALLES IN 1863

On April 20 the first trains operate over The Dalles to Celilo Portage railroad which continued to operate until 1882 when it was taken over and became a part of the Oregon Railroad and Navigation Co.(Now the Union Pacific)right of way and track. The Oregon Steam Navigation shops in The Dalles, across Mill creek at First, employed 500 men and had a payroll of \$33,000 a month. The Dalles ferry, a sort of a sailboat-barge, propelled by oarsmen on quiet days, was owned and operated by J.B. Dickerson. Governor Zenith Moody of The Dalles founds the town of Umatilla, Landing. James K. Kelley was elected first mayor of The Dalles and afterwards became U.S. Senator and he is credited with being the "Father of The Dalles".

THE DALLES IN 1864

The year 1864 was important in the transportation history of The Dalles. It saw a passable wagon road from Ft. Harney(near Burns)to The Dalles made by Maj. Steens and this permitted the establishment of The Dalles to Canyon City stage coach service by Henry H. Wheeler(more complete story under stage coaches)between the two LARGEST CITIES IN THE PACIFIC NORTHWEST. This stage service continued to operate until the completion of the railroad into Baker about 1884, it being closer to Baker for freight and passengers after that. Robert Mays and Ezra Hemingway owned the bridge across the Deschutes below Tygh and they had rebuilt it for wagons. This not only made possible wagon and stage service to Canyon City but it also cut 100 MILES OFF the wear y route of the emigrants between the top of Cottonwood canyon in Sherman county and Tygh Valley on the Barlow road to Oregon City. The emigrants no longer had to come on into The Dalles to find a road back out to Tygh and at a rate of travel of 15 miles a day that meant a WEEK of travel time saved.

Union and Grant counties were taken off Wasco making The Dalles less important.

THE DALLES IN 1865

The Dalles to Salt Lake City mail, stage, express and passenger run of 800 miles was established. (more complete story under stage coaches). The sinking of the Brother Jonathan took the lives of Gen. George A. Wright and his wife and Mr. and Mrs. Wm. Logan, Indian agent at Warm Springs. The Dalles was credited with a population of 1898 in 1865.

THE DALLES IN 1866

Fort Dalles was abandoned by the government in 1866.

The first earthquake of about 3 seconds duration was felt in The Dalles Nov. 30, 1866 and swayed the lamps, pictures and tinware of the Bunnell & Miller store. A large band of cattle at North Dalles stampeded and ran themselves into exhaustion. Emigrants commenced to head into the Yakima country. George A. Liebe made wagons in The Dalles and did general blacksmith work at 3rd and Laughlin. Lewis Devenport recieved a new shipment of buggies from Portland which were on display for sale at his livery stable. The government horses broke out of the corrals at Fort Dalles and strayed by the hundreds all over the mountains clear back to the Meadows and their roundup took a week. Over \$6,000,000 in gold was recieved in The Dalles that year. Robert Pentland established his flour mill at 6 & Mill creek. The Dalles Lumber and sawmill was established 16 miles up Mill creek, the lumber being flumed down to the garrison buildings where they established a planing mill and later the flume was used for city water purposes.

THE DALLES IN 1867

The U.S. Mint construction was started on 3rd between Madison and Monroe and \$125,000 was spent on the 75 foot square, one story building before it was abandoned(see special story on). In 1867 Robert Pentland sold his flour mill to The Dalles Woolen Mill Co. who made cloth, blankets and socks. In 1880 it was sold to J.A. Schmidt who converted it back to a 50 barrel flour mill. The machinery for this mill came from the Dufur four mill and the timbers were out of the old government sawmill at 9 & Mill creek.

A county hospital was operated in The Dalles by Dr. Jackson, the first mention of any hospital in histories pertaining to The Dalles. Wm. Thompson and Fred Lusher were treated in the hospital for broken legs by Dr. Jackson. E. Schultz's orchestra played for a dance in the Gymnasium Hall in 1867. He was a deputy sheriff. A.W. Buchanan was Wells Fargo agent.

THE DALLES IN 1868

When the mines gave out The Dalles commenced to suffer from its first real depression in 1868.

The Dalles to Goldendale, Yakima and Ellensburg stage line was established and continued to operate until the railroad was built into that country in 1884(for more details see under stages). The telegraph line from Portland to The Dalles and Celilo was strung by the Oregon Steam Nav. Co. The Empire Hotel was started by Tom Smith and French & Co. formed a wholesale liquor and merchandise establishment at 2nd and Washington where they later operated their bank.

The ads in the Times-Mountaineer of this period were Humason & Odell; Gates & Haft & W. Lair Hill, attorneys; Doctors D.B. Warner, C.B. Brooks, B.W. Mitchell, J.F. Kellogg; druggists Waldron Bros., P. Craig, S. Lemon, Gates & Chapin. First street was the business section while 2nd street was the red light, saloon and chinese district.

THE FIRST RACE TRACK

The Indian Race Track, on the beach, about 2 miles east of town(back of the present Tie Plant) was an important place for race events. The Indians liked to race as well as the white man and "talk up" their fast ponies, offer to place money on them if any white man cared to call their bets. The Indians most all wore blankets in those days and as soon as the horses started from the line-up they would take their blankets off, wave them and yell and shout, and this waving and yelling all too often caused the white men's horses to bolt or at least shy and slack speed permitting the Indian ponies to win. (Chas. White, Dalles resident of 1856). In later years this Indian race track was used for Sunday and holiday racing events. Practically all men had horses of one kind or another, if they were residents of the community, so there was a lot of local interest in horse racing. The out-of-town freighters, stage coach, pony express, pack train men and farmers all had horses as well as cowmen and sheepmen. Always some man though his horse was better than someone else's horse and that's all it took to make a race and the best place to settle it was on the Indian Race track. This track continued to be used for more than 30 years.

THE DALLES IN 1869

The most important event for that year was the establishment of The Dalles to Prineville stage line for that marked early settlement date for central Oregon which had to obtain its supplies from The Dalles until the building of the Columbia Southern railroad into Shaniko in 1901. The Cow Canyon Toll road was established from Bakeoven to the foot of Cow Canyon by Wm. Clark & Lew Doherty to shorten the distance from The Dalles to Prineville(see under stages). A group of Dalles business men formed The Dalles to Boise Military Road Co. via the John Day valley to improve service to that part of the country(for more story see under Dalles to Boise Military road). The Union Pacific railroad was completed that year into Salt Lake City and Kelton, Utah May 10, 1869 and that stepped up the mail and passenger and express business on The Dalles to Salt Lake City stage line and made it possible to get letters to and from the east in less time than the old route via Panama.

Business men of The Dalles in this 1860-69 period(George Owens Directory, Portland & State Lib.) J.W. Adams, J.C. Baldwin, Al Bettengen, J.W. Blakeley, M.M. Cushing, R.W. Crandall, J. Doherty, Ad Edgar, E.P. Fitzgerald, D.M. & J.W. French, R.F. Gibbons, Henry Klint, Geo. A. Liebe, Wentworth Lord, J. McNulty, Wm. Mitchell, Geo. Rush, N.B. Sinnott, Max Vogt, H. Whitmore, W.N. Wiley, James Fenton, John Booth, Robert Pentland, Anton Wintemier(made Umatilla House bus), Geo. Liebe, Peter Neal a sawmill man, McKay & Jackson, sawmill and Geo. Bradford, sawmill. F. Wakerman's ad in the Mountaineer said his boot and shoe store was on Main(1st)opposite Chapin's Hall(1868). The Dalles seemed to have 3 halls then the Moody, Chapins and Gymnasium where events were held in the 1860 period.

THE DALLES IN 1870 The A. M. WILLIAMS & CO. STORE

The second oldest business institution in The Dalles is the A.M. Williams store founded May 1, 1870 as a general merchandise store by Edward Wingate and Griffith Williams both of whom came to The Dalles (Chronicle May 1, 1952) as employees of the Oregon Steam Nav. Co. In those days The Dalles was a typical frontier town with board sidewalks, false front stores and mud-filled streets. It was the terminal for freight wagons from as far away as Ellensburg, Baker and Prineville and Lakeview on the south. The store was originally called E. Wingate & Co. with Mr. Wingate the manager while Mr. Williams stayed with the boat company until 1872. Mr. Wingate died in 1883 and Mr. Williams took over the management until his death in 1888 when it was jointly managed by Mrs. Wingate and Mrs. Williams. Mrs. Williams was Anna Marshall so she retained the initials A.M. in front of her married name. She was the mother of 10 children. In 1891 her son Edward took over the management of the store and in 1893 it was changed to a dry goods store. It has always occupied its present location expanding to its present frontage in 1896, and has always been known as the A.M. Williams store since 1886.

In 1896 Edward Williams and W.E. Walther formed a partnership in the hardware and implement business gradually changing to the Walther-Williams automobile agency. Edward Williams died in 1928 and his brother Carlton P. Williams managed the store until 1938 when J.F. Moore became manager. Mr. Williams moved to the presidency of the firm which he still holds and resides in The Dalles. The store was remodeled in 1939 with new front and display windows, a full basement and improved main floor with 30 departments. Richard Rodman became manager July 31, 1951. The company has 3 stores, one in Corvallis and one in Eugene besides The Dalles which is the home office and employs 85 persons, 35 of whom are in The Dalles. The store has remained in the Williams family for 3 generations.

The Dalles in 1870 had a population of 3356.

1871-72

The big \$100,000 fire on Aug. 17 started in the Wenz furniture shop and would have taken the town had not the wind changed. It was stopped by the popular trees at Dr. Thomas Condon's home on 3rd between Laughlin and Jefferson. The Union street park school was established that year. In 1872 the First Baptist church was founded by Rev. O.D. Taylor. The Modoc Indian war started Nov. 29 of that year in south-eastern Oregon and it was a hard winter campaign to force them to submit. The 1870's was a period of depression in the history of the city and not very much activity occurred. Lake county was taken off Wasco in 1874 showing settlement in that part of the state and wheat was being raised generally in the central part of the county but lack of cheap transportation prevented too much expansion.

CATTLE DRIVES

The 1870 period did see eastern cattle buyers at the Umatilla House to arrange for purchase of cattle to be formed in large bands or herds to be driven to the railroad terminal at Kelton, Utah, for shipment on the Union Pacific railroad to eastern markets. These big sheep, cattle and horse drives are all but forgotten pages in the important history of The Dalles and Wasco county; but they were important annual events of those days in the 1870's to 1884 when the railroad was extended west to Wallula. Either a number of cattle or stock raisers would join together on those 800 mile drives or else the regular buyers bought "on foot, as is" and formed their own bands and hired their own professional drivers who made it a business to drive stock through to Kelton or Salt Lake City. The sheep and horse drives were made in the same way, except that the horse drives were generally from The Dalles area to Army Posts, forts or camps in other localities. Daniel Cooper of Fairbanks had 2 sons who devoted the best years of their lives in the 1870's driving horses to Montana and Wyoming and the Dakotas for delivery to army forts for Indian fighting purposes or freight hauling teams.

The flood of 1876 stood at 57.3 June 23. In 1877 the Umatilla House burned but was rebuilt. The half million dollar fire of 1878 started in Corum's saddle shop (211 E 2nd). H.J. Waldon died from over-exertion during this fire. This was an Oct. 27 fire.

The Dalles to Wapinitia stage, mail and express line was established in 1878 (see under stages).

In 1879 the Pioneer Hotel fire proved to be another 1/2 million dollar fire before it was stopped after 3 hours burning May 21; 1879. The snow was reported to be 29 inches that winter and the flood the next spring stood at 48.7.

THE DALLES IN THE 1880's

After the big fires cleaned out the old wooden shacks Max Vogt built the Vogt and Chapman business blocks on 2nd street out of fireproof brick made at The Dalles brick yard kilns which were located on the "brickyard road" adjoining the I.O.O.F. cemetery (1880) and also built his 3-story Vogt Opra house, the pride and joy of his heart, which allowed the best in the entertainment world of those days to be brought to and shown at The Dalles and it was at these opas in the Vogt Opra house that Wm. Birgfeld's orchestra would amaze the show performers and managers by being able to play their light opera music with his orchestra, often without a single re-hearsal! There was not another orchestra north of San Francisco or west of Chicago who could do that in those days!

The Wasco Independent Academy was established in 1881 as a private school to which many of the pioneers of that period attended. It was created a state normal school in 1889. Prof. Tom Gatch was principal, Mrs. S.A. Stowell, preceptress, Mary Smith, primary department with about 60 students in the first attendance. By 1893 it was found support did not meet expenses so it was sold to school district 12 and became a part of The Dalles public school system.

The railroad construction period in The Dalles history brought a "big boom" to the little city which was equal to the gold rush days of 1860, but it only lasted about 2 years and the railroad took far more away from The Dalles than it ever brought to it. We lost all of our eastern Oregon and Washington trade and our importance as a trading center and shipping center. Central Oregon, the mid-Columbia area and the eastern portion of Klickitat county were the only crumbs left. We lost Central Oregon in 1901 with the construction of the Columbia Southern railroad into Shaniko. The railroad did continue their shops in The Dalles and the directory of 1883 contains the names of practically all of the Oregon Railroad and Navigation Co. employees, some 500 in number and their shops including offices, tin shop, round-house, blacksmith, drafting, foundry, pump works, tanks, store rooms were credited with covering 18 acres, west across Mill creek at First from the Umatilla House. These shops were moved to Portland in 1893 another blow from which The Dalles never recovered from as 1500 people left town with them.

The History of Central Oregon said, "The Dalles in 1880 gained notoriety as being a 'tough town' the undesirable element flocked to the city the result being robberies, homicides and for a period almost a reign of terror. The growth of the city has exceeded expectations equal to the mining excitement when box houses would be built like magic."

In 1882 Lang & Ryan drove 13,000 head of cattle to Salt Lake City for shipment east on the Union Pacific railroad which had not yet been constructed west, until September 11, 1883.

The new Wasco County Courthouse at 3rd and Union was constructed at a cost of \$23,000.

The Wasco Warehouse was incorporated (1883) by J.W. French, S.L. Brooks, E.B. McFarland and managed by Wentworth Lord. They handled millions of pounds of wool, hides, pelts, sold hay, grain and supplies for farmers and construction work. (See story under ELECTRICITY).

The Columbia river fish wheels at The Dalles, developed by Frank Seufert, was credited with taking 20 car loads of fish per day (1884) and this marked the development of a new industry in The Dalles. (For more fish story see under SEUFERT).

Gilliam county was taken off Wasco in 1885 and Morrow county taken off in 1886 which dates mark the settlement of those parts of old Wasco county. In 1887 Malheur and Wallowa counties were lost.

In 1883 the Times-Mountaineer said that sawmills and a flour mill, printing machinery and planing mills were taking power from Mill creek waters and that there was lots of water going to waste that could furnish power for other manufacturers. The Dalles at that time had 2 breweries, several carriage shops, an iron and brass foundry and that the railroad employed 500 men and had \$1,000,000 invested in Dalles property.

I. C. NICKELSEN BOOK STORE

We mention the I.C. Nickelsen Book store in 1883 for it was the predecessor to Weigelt Book store and is one of the oldest business institutions in The Dalles. In 1883 he carried a large stock of toys, notions, music, school books, pianos, organs and other musical instruments and has been located at 315 E 2nd for more than 50 years. Mr. Nickelsen was born in Germany (1842) son of Peter and Christina (Petersen) Nickelsen. He recieved his early education in Germany and came to New York in 1859 where for 8 years he was in the restaurant business. Then he went to San Francisco by boat and on to Portland where the ship was nearly wrecked on the Columbia bar at Astoria. He came on up to The Dalles (1867) where he worked 2½ years in the Umatilla House before starting his own notion and book store. He was burned out in the big fire of 1891 but rebuilt and continued in business. In 1872 he married Josine Fredden of Germany and they had daughters Christina (Mrs. Harry Grubb), Julia and Clara. Mrs. Nickelsen died in 1883. Gus and Paul Weigelt bought the store in 1927.

Z. F. MOODY STORE

Another of the larger stores here in 1883 was that of Gov. Zenas F. Moody, located at 1 & Washington where the Model Laundry is now. Mr. Moody was called "the merchant prince of The Dalles" at that time and he carried one of the largest stocks of merchandise in the city consisting of dry goods, groceries, hardware, clothing, boots and shoes. He had a water operated elevator in his store, one of the first in The Dalles. (For more Moody story see under MOODY).

THE DALLES DIRECTORY OF 1883

Hugh Glenn was listed as an architect. Attorneys were:- J.E. Atwater, A.S. Bennett, E.E. Calhoun, J.B. Condon, L.A. McArthur, N.H. Gates, Hill & Mays, Winslow S. Myers, Walkins & Bird, W.H. Wilson. J.B. Crossen, auctioneer. Bakers: George Rush, Oregon Bakery and L. Neuman, Fred Benzer of Old Fort Dalles bakery. French & Co. and Schenck & Beall were the bankers. Three barbers Frank Christman, Rudolph Lusher and P.J. Nichols were listed. The Village Blacksmith's were John L. Thompson, A. Mott, Wm. Mitchell, F.W.L. Skibbe, August Wintermier who made the Umatilla House bus. Stores were I.C. Nickelsen, books; M.T. Nolan, books; D.A. Whiteman, J. Freinman, F. Wickman, shoes; Z.F. Moody, R. H. Greely, E.P. Fitzgerald, McFarland & French, Ed. Wingate, A. Bunnell, H. Gerson, J.G. Fredden, O. Mangold, Blumauer & Son, S. Baden, S. Harris, Herbring & McInerny, McFarland & French, L. Selling, F. Vogt, Prinz & Nitschke, furniture and Oregon Furniture Mfg. Co.; drugs C. Dunham, Snipes and Kinnersly, Waldron & Covilland; express Wells Fargo, R.B. Reed, agent and Northern Pacific ay Snipes and Kinnersly; flour mills C.L. Schmidt and Snipes & Smith; groceries A. Baunn, S.H. Canfield, E.P. Fitzgerald, O. Mangold, McFarland & French, Phelps Bros. L.G. Sanders, L. Selling, F. Vogt, Edward Wingate; hardware Al Bettingen, A. Bunnell, E.P. Fitzgerald, T.W. Miller, Z.F. Moody, L. Selling and Ed. Wingate; harness L.D. Frank and W.J. Strong; hotels Umatilla House, Cosmopolitan, Globe, Columbia, Jackson House; livery stables M.D. Adams, C.M. Brown, R.B. Hood, W.N. Wiley; hay A. B. Moore, Issac Jobs and J.H. Larsen; meats Crate Bros., J.B. Dow, Dickerson & Neetz; vegetables O. Mangold and Seufert Bros.; W.H. Gilhousen, photographer; doctors Mrs. H.P. Appy, O.D. Doane, A.D. Gilmer, Hugh Logan, Wm. Shackelford, H.L. Waters; papers Mountaineer & Sun; Tom Hudson sold real

estate as did Gibbons and Marden. Cafes were Vienna, H.H. Draper, prop., Delmonico, T.W. Baunard, prop., City Cafe, Mrs. C. Davis, prop., Frenen, James White(negro)prop., Eureka, Mrs.E.A. Fadden, prop. Taylors Patrick Fagan, F.J. Greinow, H.C. Neilsen(later a farmer on Mill creek). Undertakers H. Wentz and Prinz & Nitschke. Jewelers E. Beck, F. Dehm and W.E. Garretson. The saloon keepers of the town were Geo. Allen, Baldwin Bros., G.T. Bolter, A.K. Bonzey, Henry Clerish, Robert Earle, C.M. Fouts, Richard Fulton, Chas. Gilgard, Henry Groenninger, Handley & Sinnott, Ben Kortzen, Fred Lempke, T.T. Nichols, Tom Smith, Schrader & Wolfgang, J.H. Taylor, Louis Tremean, Ed. Wicks, Wilson and Pundt. The Dalles was credited with a population of 3000 in 1883.

A WALK DOWN FIRST STREET IN 1882 by Fred W. Wilson

Our walk starts at the Umatilla House, the center of all Dalles activities where stages for Canyon City, Yakima, Walla Walla, Salt Lake City and Wapinita left. All tickets were sold in the hotel and in the evening when the stages and boats arrived the scene was indescribable with activity. Everyone who could spare the time was there to see who was coming to town and to gather news. The office had a long mahogany desk counter, comfortable chairs, glittering chandeliers of polished brass lamps hung from the ceilings. In one corner stood the immense safe, which took the place of a bank. The railroad and steamship men brought their gold payroll to the hotel and the names would be placed upon each coin wrapper and the amount was placed in the safe.

The bar room was the largest on the coast with spacious doorways to the baggage station and the sides were lined with rows of chairs where occupants could visit, play billiards or cards. Many a business transaction took place there including bickering and trading on wool prices and clips. Large stoves which would take 4-foot lengths of wood were kept warm by China boys. No one ever became intoxicated in that bar room or if they did they were removed.

The dining room could seat 300 and after arrival of boats and stages of an evening it was generally filled. The west view down the river was magnificent and pleasing. It was in this room that the social events of the town were held, like the fireman's ball. No man was ever refused a meal whether he had any money or not! The parlor on the second floor, in the southwest corner, was the scene of many weddings. A large grand piano was in the center and on the south wall hung a large French plate glass mirror for the bride to freshen up her hair at and the groom to see if his tie was straight.

Next to the hotel, east, was a vacant lot, kept that way for fire protection; and next to that was the Rosenbo cafe; then the A.K. Bonzey Snowdrop saloon; next was Owen Mathew's carpenter shop, a hangout for roughnecks. Crossing Court to the north-east corner was the 2 story O.S. Savage building which was undermined with high water and collapsed with a roar that could be heard all over town. Mr. Savage took Mr. Glenn to court over it. The building was replaced by 3-single story frame buildings, - the corner one being the office of The Dalles-Portland-Astoria Navigation Co. and the next 2 were paint shops of Mr. Savage. He painted river steamers and buildings. It later became the dispatchers officer for the Oregon Railroad and Navigation Co. handling trains from Portland to Walla Walla. The next building was Henry Schnuders cafe and then came the Cosmopolitan Hotel. It was not as elegant as the Umatilla House but it ranked with the best in the northwest. It was almost as large as the Umatilla House but its location prevented the same atmosphere. Tom Smith was the proprietor. It was a 3 story building which burned about 1912. It had a fine Concord coach which met all the trains and boats. His daughter Louisa married H.M. Beall who was associated with John S. Schenck in the old First National Bank. On the northwest corner of First and Washington was the Waldron stone building(still standing)erected in 1859 by Henry J. and George W. Waldron. It is the oldest building in The Dalles. They kept a drug store on the ground floor and the offices of Joseph G. Wilson, lawyer; Dr. B.W. Mitchell, Dr. Wm. Shackelford and the Masonic lodge hall was on the 2nd floor. The entrance was first on the street level. In 1880 the street was raised 12 feet. The stone came from a quarry near the Pioneer cemetery. The high water of 1894 stood 9 feet deep on the railroad track according to a mark on that building.

Along the shore, wood scows landed and the beach was often covered with wood. Later the D.P.A.N.Co. built a warehouse on piling(about the size of the port docks)with runways or teams extending from Washington around to Court street. Wheat, wool and merchandise were stored there for shipment or delivery. The Bailey Gatzert whistle was heard daily at 3 P.M. She stopped only 15 minutes to unload her 300 passengers, load waiting passengers and freight and shoved off for Portland. The Dalles City arrived around 6 P.M. or later. Those were great days. Chinamen occupied the 1 story frame buildings on the north side of First between Washington and Laughlin with their stores, laundries and lodging houses. The flood of 1894 and fires wiped them out. China creek, flowing from springs to the east, gave them water for their dwellings and gardens. The Lowler Bros. operated a steam laundry at First and Jefferson. They sold to Joe Peters who turned it into a box factory and lumber yard which was later destroyed by fire. The crew of the Adam Forpaugh circus helped fight the fire. The Dalles Iron Foundry operated on that same corner by Tom Lewis. They made castings for boats and the railroad. F.W.L. Skibbe later operated the foundry and he also operated a hotel on 2nd street.

The old ball grounds was located where the United Mills now is. The Dalles Red Socks played the Portland Stars there and many other exciting games have been played there. West of the mill was the railroad freight depot built in 1882 and recently torn down at First and Madison and on the south-west corner of First and Madason was the railroad passenger depot(1882-1915). The next building west was the W.C. Laughlin home where the Stadelman Ice plant is at at First and Laughlin. It was destroyed in the fire of 1891 and Mrs. Laughlin built at 4th and Laughlin. Across the street, west, was the P.E. Farrelly's Dalles House, a 2 story rooming and boarding house; then the E.P. Fitzgerald home and his brick store building on the corner of First & Federal. Across the street on the south-west corner of First and Federal was the old skating rink and dance hall which E.C. Pease converted into a warehouse from which freight teams hauled merchandise to Canyon City, Prineville, Yakima,

Condon, Heppner and other points. Immediately west was the old Columbia hotel, built by T.T. Nichols and later moved across from the Umatilla House and called the Glenwood hotel. Then came the Mountain-eer office. Tom Miller had his hardware store at First and Washington.

On the southwest corner of First and Washington (Model laundry) was the 2-story brick building of Gov. Zenith Moody (the Prince of Dalles merchants) and his large merchantile store. To the west was the Vogt and Chapman merchandise store; then George Rushe's bakery and grocery; Rudolph Lusher's barber shop who specialized in training Van Dyke beards; then the I.C. Nickelsen Book store; Jacob Juker's tobacco store; F. Wickman's shoe store; Voc Trevitt's Mt. Hood saloon, he was the Beau Bremmel of the town at that time, wore a Prince Albert coat, plug hat, boiled shirt and fancy jewelry and his Mt. Hood saloon was called a "Gentelman's Palace". This block later became China town when the merchants moved to 2nd street. Some of the China stores were Dock Sing & Co.; Chow Kee; Lee Bros.; Lee Jack, mayor of China town, and Lee Wong. Their stores carried silks, tea, nuts, notions, fire crackers and other products of China.

At the southwest corner of First and Court was the stone building occupied by the Baldwin Bros. saloon, cafe and lodging houses; next was the J.H. Herman fish market; then the Henry Sunshine & Fred Wagner Fruit stand; then the W.H. Jones cigar store; the Moody Hall a 2 story wooden building where early Dalles shows were held. At First and Union was the Columbia hotel formerly the location of the Williams & Marshbank Livery stable. West across Mill creek at First was the new railroad shops formerly the shops of the Oregon Steam Navigation Co. who sold to the Oregon Railroad and Navigation Co. in 1880 and which employed 500 men and represented an investment of a million dollars. The Baldwin Opra house was at 107 W First.

THE DALLES IN 1897

J. H. Blackney ran a large brickyard out on Brickyard road, next to the Odd Fellows cemetery. His large kilns supplied the brick for rebuilding the town after the big fire of 1891.

Woodford the Hermit lived in a cave, out on Brickyard road, high on the hillside above the Catholic cemetery. The cave is still there. He boarded and tinned up the front, ran his tin pipe stove chimney out through the boards and lived as comfortably as our "forefathers used to live" in the stone age. Yes, primitive tent-wigwam and cave dwellers are a part of the history of The Dalles which few cities can boast.

In 1897 Pease and Mays sold wagons and general merchandise. In those days farmers paid their grocery bills annually but their wives sold fresh barnyard eggs to Mr. Pease for cash and took the money and went over to A.M. Williams and bought their calico dress materials.

In 1897 the Pacific Corset Company made corsets at Northdalles, across the river. They later moved their industry to 8 & Federal streets because it was too hard for workers to row boats across the river mornings and evenings, especially when the weather was bad.

Livery stables in operation in 1897 were Fred Archer, M.P. Gilmore, Murchie Bros, Ward & Robinson.

The Scouring Mill

On June 14, 1901 The Dalles Scouring Mill at the foot of Federal street began operations with new machinery and 20 men. Mr. Russell, the manager, claimed he had several hundred thousand pounds of wool on hand sufficient to make steady employment for some months to come. Wool buyers from Boston, New York and San Francisco bought the years crop of 7 to 8 million pounds. The Dalles was the wool center of Oregon. Wool was shipped in here by wagon and rail for 250 miles around.

THE PERFECT SPELLER

In 1882 Col. T. S. Lang and his wife Varney ran the Wasco Sun, a Dalles paper of that day; and Mrs. Lang was the only known person who ever lived in Wasco County that had the correct spelling of every word in the dictionary. She had MEMORIZED the dictionary and never needed to use it! When the crew of the Sun wanted to know the correct spelling of a word or its meaning all they had to do was ask Mrs. Lang. She was NEVER WRONG!

SOME OF THE OLD MEETING HALLS

One of the first meeting halls was the old courthouse at 3rd & Court for public meetings and church services as early as 1859. The Umatilla House provided a place for social functions such as dances, meetings and conventions. The Gymnasium Hall on First street was operated in 1867 by E. Schulz a deputy sheriff of Wasco county. The old Moody Opra House on the south side of First between Union and Court in 1867 provided for enertainment up to the time it burned in the big fire of 1879. One of the conserts held Dec. 11, 1867 admission was \$1 and the program started at 7. The orchestra music was provided by Messrs Dehm, Al Bettengen, Sr, E. Shults and Ross. Z.M. Dornell represented the old year and his son Laurie the new and Gov. Zenith Moody represented John Anderson while Miss Annie Puck sang My Joe John in a sweet voice that will be long remembered in The Dalles.

The Dalles Opra House and Lord's Hall were in operation in 1883. Chipman's Hall of 1868 was closed by 1883. The Fitzgerald skating rink and dance hall operated at the foot of Federal street. The 3-story Vogt Opra House on 3rd street was in operation in 1880 to 1917. The Baldwin Opra House at 107 W First operated up to 1903. The Snipes & Kinnnersly Opra House at 215 E 2nd operated in the Gay 90's with a gallery around the walls over the Recreation. The Casino at 310 E 2nd and the Grand at 217 E 2nd were the first movie houses followed by the Empress 420 E 2 and the Stiles at 310 E 2. The Empress of 1925 was at 211 E 2. The Auditorium was built in 1921 followed by the Granada.

THE DALLES IN THE GAY 90's.

The Gay 90 period in Dalles history was one of fire and flood, depression and panic and war. January 11, 1890 was ushered in with a \$60,000 fire in which Max Vogt lost \$12,000, W.H. Moody \$30,000, L. Rorden \$10,000 and several others for a total of \$11,000 in a fire that ate up the Chapman block at 2nd and Washington caused by a defective flue that cold winter night.

That same year Dalles City went into the water business when they bought out The Dalles Mill and Water Co. for \$50,000 and by 1904 a reservoir at the Wick's place 8 miles up Mill creek, was constructed and a steel 12 inch pipe line replaced the flume to the Mesplie reservoir 3 miles up the creek from which a 14 inch pipe led to the reservoir in town. It was estimated then that The Dalles had sufficient water for 20,000 people (in 1952 we don't receive enough water from Mill creek for 5,000 people). In 1904 health authorities claimed we had the purest mountain water in the U.S. (in 1952 health authorities have to apply chemicals even to our well water).

The BIG FIRE OF SEPTEMBER 2, 1891

The most destructive fire ever experienced in the history of The Dalles was the big fire of 1891. It wiped out 20 blocks. It originated in the Skibbe House and was carried by a wind from the east to the main business section of town and within an hour the flames was feeding on 3 streets all at one time! It made practically a clean sweep of everything under the bluff! They took the Pease & Mays building, Vogt block, best in the city, just like the rest. The Joshua French house on the southwest corner of 3rd & Court was saved and the George Rush house at 120 E 4th (H.G. Miller home) was spared. From the Skibbe house it took the Jones and Eureka restaurant building, Kuck's saddle shop, the Skibbee saloon, Wm. Neabeck's feedyard, the Sylvester, Alloway residences, Mitchell's planing mill, the Fitzgerald building at which Joseph Fitzgerald died from burns received, Gibbons & McAllister's hardware store, W.N. Wiley's stables, 3-story Vogt Opra House, the Vogt building, Mays & Crows hardware, Geo. Anderson, gunsmith, L. Rorden's store for a 2nd time in 2 years, the Stabling saloon, resident houses fell in rows including those of Roscoe, Griffith, Wm. Michell, Christman's Butcher shop, Adams Shoe shop, A.A. Brown grovery, Baptist church, Methodist church, F.P. Mays residence, The Dalles Brewery, homes of Corson, Fitzgerald, Sellers, Gray, Wm. McCoy, Glasius, Willig, Dave Vause, Juker, Knaggs, Weggerman, Kinersly, Congregational church, Tom Kelley home and those of Lacy, Frank Hill, A.A. Bonney, Columbia Packing Co. McDonald saloon and rooming house, White's cafe, Wolff's house, Wingate block, Edward Art gallery, Berger's residence, Cathcart's, Cowes, Pacific Fence works, Falloon Bros. implement warehouse, W.C. Laughlin home, Hood's livery stable and residence, the Jackson House, Rush tenant house, Mitchell and Blakeney's homes, Brown Fruit store and lodging house. Michael Diamond, carpenter, lost his life in the Fitzgerald flames. The biggest losers were L. Rorden \$8,000, I.C. Nickelsen \$38,000, Gibbons & McAllister \$50,000, W. Lord \$6000, B. Wolff \$6000, J.P. McInerny \$4500, Mays & Crowe \$20,000, Wm. Mitchell \$20,000, E.B. McFarland \$13,000, Max VOGT \$225,000, Joles Bros. \$15,000, Odd Fellows \$6000, W.N. Wiley \$5000, R.B. Hood \$8000, F.W.L. Skibbe \$10,000, Mrs. J.M. Wingate \$40,000, Mrs. A.M. Williams \$12,000, E.P. Fitzgerald \$40,000. The total losses were well over \$1,000,000 and insurance adjustments amounted to \$200,000. Mayor Mays relief committee found 38 destitute families, 16 of which moved out of town, 11 families needed clothing and jobs and 5 families were turned over to religious organizations for care and 6 widows received assistance. The city council appropriated \$1000 for assistance.

PANIC OF 1893

The panic of 1893 hit The Dalles like it did the rest of the country but not as hard for it had just been through a tough fire and was recovering. The Times-Mountaineer thought the reason was "because The Dalles was favorably located for doing business". However farm products would hardly bring enough to pay the railroad or boat freight bill to market. The boats in competition with the railroad kept freight rates down for The Dalles which helped.

THE BIG FLOOD OF 1894

Every time the Columbia river comes up in June people recall the flood of 1894 and writers write reams of stories about that flood and speculate whether it will be repeated or how close we will come to it again. In the big flood of 1894 we had lots of snow in the mountains, it remained there until April and then melted in a hurry an ideal combination of circumstances for a flood.

In 1894 the Columbia river commenced rising in April and for 6 weeks it was high but the seriousness of it was brought home when Frank Seufert came to town and sought help for the recovery of a fish wheel which had been washed from its moorings May 27. The steamer Inland Star tried unsuccessfully to recover it and the Winans Bros. lost a fish wheel that same day the 2nd they had lost that week. Other fish wheels were in danger and had to be lashed down. Merchants in town commenced moving their stocks from basements as the water reached 49 feet and was rising at Umatilla and Riparia.

The 1878 mark of 53½ was reached and on May 29 the Mountaineer suspended publication as First street was submerged its entire length and water stood on 2nd and by June 6 it stood at 59.7 and started to go down by the 10th. By the 12th mail was received from the east and mud was being cleared from the stores and the clean-up job with disinfectants started. Part of the roadbed of the railroad had to be rebuilt and bridges replaced. Everyone agreed that Edw. Crate was probably right in his statement that he had landed his canoe at the foot of the bluff at 5th & Washington in 1842 and apologized to him for doubting his word. The railroad was the greatest single loser in the flood and as stated above the people have been given a never ending source of material to talk about, as a result of the big Flood of 1894, every time the river is mentioned during high water periods.

THE COLUMBIA SOUTHERN RAILROAD

Adding further to the depression of The Dalles was the building of the Columbia Southern railroad from Biggs south into Sherman county in 1898. Prior to that event The Dalles had been the trading center for all the mid-Columbia area as well as central Oregon. It was not completed into Shaniko until 1901 but its construction was a telling blow to the city and its 3500 people.

THE SPANISH-AMERICAN WAR OF 1898

While the Spanish-American war did not greatly effect the city as a whole it is always a tragic matter when our civilization reaches to the low ebb of having to march men off to war. Some of those boys were just school kids who went to war never to return again to our community life again. To take these boys and make professional killers out of them is a repulsive thing to think about.

The Dalles Co. L. 2nd Oregon Volunteer Infantrymen consisted of the following young men:

Don Allards, a student who never returned to The Dalles; Max Bartell, engineer of San Francisco; Wm. W. Brown, U.P. railroader; Earnest Ballard who never came back; Alexander Bonner, Wm. Bonner and David Bonner who never came back home; Henry Bolton of The Dalles; John Burns, Loren Chapman, Wm. Cook who never lived here anymore; Avery J. Cooper stayed in the army; Geo. Dufur, Portland; Walter Dicky, Ora DeAtley, James Elton never returned; Billy Fields died of fever and was buried in Mo.; Harry Fredden lived in Sacramento; Frank Friedley returned to The Dalles now lives in Salem; Fred Hillert never returned; Chas. Kennedy lives in The Dalles; G.S. Low and Wm. Lee never returned; D.J. Kretzer lived in Spokane; Ed. Lemison went to Fresno, Cal.; Wm. Lukinbeal never returned; A.F. Martin lived in Maupin; Wm. Normans farmed in southern Oregon; Fred Petzold lived in Portland; Walter Reavis lived in Portland; Carlton Sanders went to Grand Haven, Mich.; Guy Sanders never returned; Tom Smiley lived in Carson, Wn.; Jess Stillwell lives in Portland; Arthur Stubling returned to The Dalles; George Starr lives in The Dalles; C.E. Tierman never returned; A.E. Trask went to Corvallis; Ben Ulrich lived in The Dalles; J.G. Uglov stayed in Manila; Chas. Wagner returned to The Dalles; Henry Zirks lived in Tacoma; Wm. Baker lived in Portland; Louis Chase, Lotan Crary, Issac Turney, Kenneth Warner, John Williams, Geo. Hackathorn, Wm. Hannon, Ole Jensen, Stephen Murphy and Claud Plank never returned, they served in Co. H., G, and M. Jacob Bins of Co. M. did return and farm on 3 mile.

THE DALLES IN 1898

The late John Gavin had a fine hobby of collecting and saving old Dalles City directories which we have had the privilege of looking over by courtesy of Celia Gavin and in the 1898 number it lists:

C.J. Crandall, architect; barbers Beardsley & McCoy, J.S. Painter, C.G. Stacey; blacksmiths John Flester, F.S. Gunning, L.L. Lane, Joseph Strangle, Geo. Thompson; stores J. Fartin, A.C. Geiger, H. Herbring, J.C. Hertz, Pease & Mays, A.M. Williams, Nathan Harris, A.C. Nielsen, C.F. Stephens, J.P. McInerney, Chew Kee, E.J. Collins, J.H. Cross, Fred Fisher, Wm. Johnson, W.A. Kirby, Maier & Benton, M.T. Nolan, L. Rorden, Geo. Rush, C.L. Schmidt, VanBibber & Worsley, Mays & Crane. M.A. Moody had a bowling alley. Hugh Glenn, Joe Peters and Rowe & Co. operated lumber yards. Contractors were Axel Anderson, Hugh Glenn, Wm. McCrum, L.P. Osland, J.H. Page, Wm. Vats, H. Aleck, L.L. Lane, A. Sandrock. Dentists were S.H. Frazier, W. Tackman, Daniel Siddall. Wagonmakers Hoyle & Lauer and G.C. Munger. Druggists Blakeley & Houghton; Clark & Falk; M.Z. Donnell, Snipes & Kinnersly. Express & transfer John Ferguson, David Mann, Oaks & Brown, Pacific Express, Pacific Transfer. Feed Yards L.S. Davis, Sexton & Darniele, Fred Archer, M.P. Gilmore, Murchie Bros., Ward & Robertson, Columbia Feed Yard. Furniture W.H. Arbuckle, Surah & Perlman, Prinz & Nitschke. Harness Farley & Frank, H.L. Kuok and Joe Shannon. Hotels Central, European, Farmers, New Columbia, Richmond House, F.W.L. Skibbe, Umatilla House, Gates Block, Chapman Block, Cosmopolitan. Meats Geo. Keller, Wood Bros. Columbia Packing. Music & Books I.C. Nickelsen and Jacobson Book store. Newspapers Chronicle, Mountaineer, Inland Empire, Baptist Sentinel, Evergreen State Philatelist. Dave Vause, painter. Photographers Benj. A. Gifford, D.D. Wilder and J. Fortin. Doctors O.D. Doane, C.G. Fshelman, J. Alec Geisendorffer, O. C. Hollister, Hugh Logan, Belle Rinehart, James Sutherland.

Real Estate & Insurance Tom Hudson, C.E. Bayard, D.S. Dufur, Gibbons & Martin, J.M. Huntington, A.S. McAllister, Nathan Whealdon, C.E. Payard, John Hartnett. Cafes Burggaf & Pickens, Mrs. C. Davis, John Donohue, Geo. Hulbut, Mrs. Emma Julian, Nelson & Co., Umatilla House, Cosmopolitan. Saloons Dan Baker, Al Bettengen, Otto Birgfeld, Chas. Frank, Ad Keller, Maetz & Pundt, Marders & Michelbah, Newlin & Jones, H.U. Patterson, Ben Wilson and C.J. Stubling whose ad said "12 year old whiskey for medical purposes"(snake bite?). Wm. A. (Bert) Campbell, Taxidermist. Undertakers Crandall & Burgett, Wm. Mitchell, Prinz & Nitschke. Jewelry Arthur Clark, Wm. E. Garretson, H.C. Liebe, T.A. Van Norden, S.L. Young. Wool handled by Wasco Warehouse Co., Bassinger & Co., Wolf Bernard. Stages were operating to Goldendale, Prineville and Wapinitia.

THE DALLES IN 1900's

Cora Joles was manager for the Pacific States Telephone & Telegraph Co. while Edna Alisky was the manager for the Seufert & Condon Telephone Co. also later managed by J.W. Condon. The Dalles Hospital ad of 1903 said, "Seufert & Condon phone 319; Oregon Telephone 871". The cost of 2 phones in a residence or business house was less than $\frac{1}{2}$ of what the one phone costs in 1952 as per charges of the Pacific Telephone & Telegraph Co. which holds an exclusive monopoly in the communication field in this area since they acquired the business of the above companies about 1915. They claim they were here in the 1890's but directories don't mention them until 1905. They claim taxes amounts to \$2.92 per phone per month which was more than both phones cost in 1908 when taxes were less than 25¢ per year! If the Pacific Telephone & Telegraph Co. were publicly owned there would be no taxes on phones, no perpetual stock dividends to pay and everyone could have TWO phones again at the old 1908 price.

THE DALLES IN THE 1900's-- John Gavin Directories of City

The Dalles directory of 1903 showed Bert Bagley, dairyman for The Dalles with business location at the top of the Brewery Grade about 1700 E 9. J. M. Russell was president of The Dalles Scouring Mills, 402 E 1, which recieved, washed, baled and shipped wool. Around 25 men obtained employment sorting, washing, baling, handling of wool which was an important agricultural activity there being 130,000 head sheep in the county and 8,000,000 pounds of wool shipped annually.

In addition to The Dalles Hospital the Riley Sanitorium ad said they treated all forms of medical and surgical cases at 1316 E 9 and Mrs. J.W. Riley was the matron.

MEALS FOR 15c

The IXL Restaurant ad in the directory of 1901 said, "We serve as good a meal for 15¢ as you would have to pay 25¢ for elsewhere! John Burggraf, Prop. Next to Mays & Crows." The Bee Hive Restaurant at 356 E 2nd did not announce their prices so we presume they were in the more expensive 25¢ bracket.

1905

The International Lewis & Clark Fair in Portland in 1905 was the big event for that year for the entire Pacific northwest area. It drew thousands of people into the Pacific northwest for the first time by rail and boat, as tourists, to view our mountains, scenery, rivers, cities etc. This was the first time a big fair like that had ever been held in the west. The Dalles and Wasco county participated with displays and literature the same as other Oregon and Washington counties. Apples, prunes and other fruits, grains and agricultural products were on display. The wood products of the state were displayed in the forestry building which still stands out near Montgomery Ward store. The fair was held in commemoration of the 100th anniversary of the Lewis & Clark expedition from St. Louis to Bismark, Yellowstone river, Great Falls, Mont., the Nez Perce trail over the Rockies to the Clearwater and down the Columbia to Astoria where they arrived Nov. 15, 1805, wintered and commenced their return trip March 23, 1806 by the same route. The bird woman, SACAJAWEA, was their guide from North Dakota to the pacific coast and back over the mountains. A fine statue of her is in the city park in Portland. That fair was held 47 years ago. It is about time to hold another one in celebration of the electrical resources that have been given to us by the U.S. government. In fact we see no reason why an annual U.S. Fair could not be held in some centrally and permanently located place to give the people a chance to view the progress made from year to year by the country.

The Dalles in 1905

The directory of 1905 shows Eugene Lyman Daly operating a brick yard at 716 Calhoun(12 street). Wagonmakers were John Blaser, F.S. Gunning and L.L. Lané. Dairies Marcus Scherrer(1700 E 9) and McCaughey Bros. on west 9. Becker & Cramer operated a shooting gallery at 217 E 2. VICTOR MARDEN'S SADDLERY was better known by the cowboys and ranchmen all over the west than they were known by the people in The Dalles. He made the famous Marden saddle and had a large shop at 3rd and Wash. on the northeast corner where The Dalles Furniture now is. He put out a small catalogue of the merchandise he had for sale and recieved orders for saddles, cow boy boots and leather goods from all over the west. He had a skilled crew of leathercraft men as good as the industry provided.

The Pacific Telephone and Telegraph Co. entered the communication field by 1905 altho the Pacific States and Seufert-Condon telephone exchanges served most all the city. The Western Union offices were in the Umatilla House and Elizabeth Scherer was the manager. The railroad telegraph office was in the depot at 1st and Madison.

The Dentists of 1905 were Esson & Kelsay in French Bank building; B.C. Olinger in the Vogt Block; G.E. Sanders in the Odd Fellows building; D. Siddall at 305 E 2nd; Wm. Tackman at 1515 Elm(11 street). The Tackmans also operated a greenhouse at their Elm street address. H.C. Liebe was an optician and Dr. J.E. Anderson, mayor of The Dalles later, was an osteopath. Physicians were G. D. Doane, Belle Ferguson, E.E. Furgeson, J. Alec Geisendorfer, Hugh Logan, J.M. Lowe, John A. Reuter and Wm. Shackelford.

Bakers were Fred Benzer at 1707 Bridge Old Fort Dalles Bakery; Wm. Groehler 416 E 2nd; Arnold Hagenbucher, 213 Washington; Ringe Antone, 212 E 2nd. Barbers were W.A. Crawford 204 E 2; Alphonse Klinger 512 E 2; B.L. Lane 618 E 2; Herb Tim & Wm. Lynch 416 E 2; L.L. VanNorwick 107 E 1; G. R. Wilchert 114 E 2; D.P. Williams 303 E 2. The Dalles Optimist was established that year by Addison Bennett and later sold to Henry Cue, George Flagg, Ralph Bennett and now George Lindsay and Ralph Hogan are owners of the Optimist.

The Dalles in 1905 had 2 banks, 2 cigar factories, the scouring mill, electric light plant, 2 planing mills, a steam laundry, 4 wagon factories, a salmon cannery, 2 flour mills, a distillery, a brewery, 3 meat packing plants, a fruit drier operated by J.W. Koontz, railroad car repair shops, soda works, 3 newspapers, 12 grocery stores; the Baldwin Opra House at 107 W First and the Vogt Opra House at 309 E 3rd. The Dalles Library Association made its first appearance at 310 Washington with Annie Lang, President and Belle Ferguson as Secretary. Prof. Wm. Birgfeld taught music and led an orchestra.

The Fort Dalles Historical Society was founded in 1902 and The Dalles shipped 41,000 boxes of fruit. The Eastern Oregon Brewing Co. plant was built at the foot of the Brewery grade and it had an annual manufacturing capacity of \$15,000 of beer. In 1903 the state of Oregon appropriated \$165,000 for the right-of-way for The Dalles to Celilo Canal and railroad. The railroad was completed in 1905 at a cost of \$100,000. Terminal rates on continental shipments was made by the railroad for The Dalles. The Heppner Flood of 1903(June 14)shocked the state and entire country when 250 lives were lost. Help was sent from The Dalles. A trip across the U.S. by automobile in 1903 took from May 23 to August 1. The direct Primary law was adopted in 1904 and telegraph service to Prineville established.

The big railroad building battle between James J. Hill of the Great Northern and Northern Pacific railroads and Ed. Herriman of the Union and Southern Pacific railroads occupied front page headlines in the newspapers of the country during the years of 1907 to 1911. The Northern Pacific railroad reached down to Pasco, Wash. and the three roads had a "joint usership line" from Portland to Seattle but the northern lines had no direct connection with Portland for a water grade route to haul wheat and livestock into Portland; so Jim Hill made the Portland connection by building one of the best railroad beds of the west from Pasco into Portland on the north bank of the Columbia river and he incorporated the line as the Seattle, Portland and Spokane (S.P. & S) line which served all the little communities down the Columbia on that side of the river and permitting him to reduce freight hauling costs into Portland, and permitting him to compete with the Union Pacific for the Portland market.

The Union Pacific didn't like that kind of competition they called for hearings, had court battles and used all the delaying tactics their "Philadelphia lawyers" knew to draw upon but Jim built his railroad into Portland and went on down to Astoria for good measure. The construction in The Dalles area made business brisk and the number of saloons increased to rob the men of their earnings and night life in The Dalles reverted back to that similar in the gold rush days of the 1860's, when the town was "wide open" to gambling, drinking and night life. Construction workers on The Dalles to Celilo canal also added to the railroad workers who flocked into the city and night life was just one continuous riot. The construction workers in those days were largely single men who believed in "free love" and the number of "free love advocates" in The Dalles during the construction boom far out-numbered the more law-abiding family men of the community. The Dalles has always had families ready and willing to provide anything the almighty dollar wanted to buy. The number of saloons grew to an all-time high of 35 during this period. Officials were elected to our public offices here who "winked at" law violations and lawlessness reached such an all-time low that Governor West finally had to declare Marshall Law in The Dalles and send in troops to restore law and order until local officials could again be trusted to maintain a better degree of law and order. This resulted in a good deal of bitterness of the "saloon faction" against the "church faction" which continued to exist until the saloons were voted out of Oregon in 1915, and much of the undesirable element which followed the saloons went out with them. The saloons and saloon keeping families had always been a part of the community for over 80 years and of course they were not wiped out over-night; but gradually, as the years have gone by the better element in the city prevailed, better schools, better business houses, better homes, bigger and better churches, lodges and other organizations to say nothing of the better health and longer life of people. In those days probably 70% of the people contributed to the support of saloons and the saloon element, while now not more than 20% contribute to the liquor trade while 80% have a better life. Another reason for this is that the construction worker of 1912 is a married man with a family, with at least a "trailer house home"; while the construction worker and most of the farm workers of 40 years ago and more were single men without a home and family life and he tried to drown his disappointments in liquor and seek his love life from a "community sweetheart". He was a man without responsibility in the community, here today and gone tomorrow. He belonged to no church or organization, he had no home to go to, no loving wife or children and consequently no responsibility toward the community or other people.

After the completion of the S.P. & S railroad James J. Hill decided to push on into Central Oregon with his Oregon Trunk extension to Bend in 1909. He ran his line up the Wasco county side of the Deschutes until they got to South Junction. There Ed. Herriman had acquired the best route out of the canyon to the Central Oregon wheat plateau at Gateway and Madras and while Jim did build another route to Madras it proved to be better economy for "joint usage" of the S.P. & S to South Junction, then "joint usage" of the U.P. line from there to Metrolous and "joint usage" of the S.P. & S from there to Bend. The Oregon Trunk extended on to Klamath Falls and Ed. Herriman's Southern Pacific later built into Klamath Falls. But this construction up the Deschutes added to the brisk business life of The Dalles the Oregon Trunk using the Great Southern to haul supplies out and the U.P. line into Shaniko was used for supplies on the Deschutes extension of the U.P. There was lots of unnecessary bickering and fighting among the construction and supply crews which added to the sensationalism of the construction and made good newspaper stories and fiction articles. When men in high circles like James J. Hill and Ed Herriman encouraged lawlessness, and newspapers winked at lawlessness, governors winked at lawlessness, it was natural for the sheriff and district attorney to also wink at it and city officials called it "construction pains" and saloon men said, "the drinks are on the house, hurrah for Ed, hurrah for Jim." Its only in moving pictures and fiction stories that the sheriff ever restored law and order in any construction camp or that the 2-gun U.S. Marshall ever did anything much besides draw his pay.

In 1911 the steel railroad bridge at Tum Water or Fall Bridge (now called Wishram) was built at a cost of \$3,000,000. Before that bridge was completed the S.P. & S used a railroad ferry between Fall Bridge (Wishram) and a ferry slip they built out into the Columbia river about $\frac{1}{2}$ mile from shore on the Oregon side at the mouth of the Deschutes river. Some of the old piers can be seen there yet. The ferry was heavily laden and drew quite a bit of water when loaded with railroad cars, equipment or locomotives so it couldn't get in close to the Oregon shore and too the grade had to be gradual enough for the cars to be run up to roadbed along the river bank. This was quite a sizz ferry as a photo in possession of Roy T. Johnson shows.

The Deschutes river gorge is lined on both sides with old wagon road grades used to get supplies down to working crews and they were crooked enough to break a rattlesnake's back to negotiate. When a person sees one of those old grades he wonders how a loaded wagon was ever successfully taken down them and how wagons passed or were salvaged if an accident occurred.

THE DALLES SANITORIUM of 1908

The Dalles directory of 1908 listed the advertisement of The Dalles Sanitorium located at the northwest corner of 10 & Union and it said, "The new public hospital for The Dalles, modern throughout, with all the latest improvements and scientific apparatus for the care and treatment of the sick. The institution was organized and is owned and controlled by the following medical staff, under whose jurisdiction it is operated; however it is strictly a public institution. No money or care have been spared to make it the most complete of its kind in the northwest. It is equipped with a ventilating system which removes all impure air from the entire building. Hardwood floors, which are so deadened as to be impervious to sound. Bath rooms and toilets on every floor. It is heated by steam, lighted by electricity, equipped with electric call bells and speaking tubes. The surgery and sterilizing apparatus are as complete as money can make them. It has a laboratory for research and special electrical apparatus. Scientific diet to suit each and every individual and it is under the personal supervision of the medical staff, with a corps of trained nurses which is ample for the needs of the institution both day and night. For any further information address any of the medical staff----- H. Logan, J.M. Lowe, J. Alec Geisendorfer, H.C. Dodds(Dufur), J.L. Elwood(Tygh), C.E. Kennedy(Arlington), O.P. Lowe(Arlington), W. Gavey(Condon), J.F. Woods(Condon), A.F. Brockman(Bickleton), F. H. Collins(Goldengale), H.H. Hartley(Goldendale), T.C. Bervin(Stephenson), H.L. Dumble(Hood River), H. E. Beers and W. F. Morse(Wasco).

Pioneers of 40 years ago will remember Dr. Geisendorfer the beloved family physician and surgeon of The Dalles who established this institution. Dr. Geisendorfer died of intestinal cancer about 1912 so the life of the institution was short but had he lived and continued in good health "a Mayo Clinic of the west" would have existed in The Dalles by this time and people from all over the country would have come to the medical center here.

1914 -20

In 1914 the 3rd and last and best courthouse of Wasco county was built in The Dalles.

In 1915 The Dalles-Gelilo canal was completed allowing boats to operate from the mouth of the Columbia to Lewiston, Idaho. The cost of the canal was about \$5,000,000 and for years practically no traffic ever passed through the canal and many people wonder what it was built for? But the building of that canal kept freight rates down on farm products from the Inland Empire to the Portland tide-water market saving farmers as well as the people generally millions of dollars.

As stated above the Prohibition Law was adopted in 1915 and went into effect January 1, 1918.

In 1916 the National Federal road act was established or passed by congress under which we have recieved our highways and county market roads. It was sponcered by the Grange who wanted better roads to haul farm products to market. Little did they vision how the highways would become commercial traffic lanes for business and manufacturing institutions who laughed at the idea of the farmers 40 years ago. Now the commercial highways get most all the money and many many of the farms are still in the mud waiting for the law to become effective for them.

WORLD WAR I

The 1917-18 was the World War I period when a little handful of politicians in Washington, D.C. put 4,000,000 men in the army! The quota for Wasco County was just over 1000! We appeared to be victims of British propaganda who wanted our help to fight their losing war. We had no more real grievances against the Germans than we did against the head-hunters of Brazil! The war was called a draw in 1918 and everybody went home to lick their wounds. We "loved our allies" during the war period and afterwards we wouldn't set around a table and lay plans for a peaceful world. It was BILLIONS for war and not 1¢ for peace! so to speak. Will we ever learn that war don't pay?

Yes war makes business good. Wheat went up to \$2.25 a bushel. When what goes up that pegs the price for beef and other farm commodities. Wages went up and so did food prices and the cost of everything else. Nobody gained anything except a few war-contract manufacturers. The people at large lost just like the 1000 men that went into the army. Yes business was good for the next 10 years until the stock market crash of Oct. 29, 1929 and it took the next 10 years to recover from the worst panic the nation ever seen. Wheat got down to 25¢ a bushel. Livestock wasn't worth taking to market. Jobs couldn't be found. The railroad run freight train crews out of The Dalles with two locomotive engineers in the cab and 4 conductors in the caboose! No one else has seniority enough to work railroading but the conductors and engineers, during the worst of the panic. At one time The Dalles had no banks open, the only place that money could be deposited was at the post office! Some days the stores didn't take in enough to pay the electric light bill and the power company in those days didn't trust their customers they required them to deposit an amount equal to one month's power bill!

We all remember the days of the W.P.A.; C.C.C.; P.W.A.; R.F.C. and other alphabetic bureaus of politicians who tried to make us think they had the answers to all our problems if we would just pingle up the money to pay for the things they wanted to do. A lot of people yet think some man setting in a political office somewhere can spend their money better than they can spent it themselves! It is very seldom that someone else can do something for you as well as you can do it yourself.

In 1933 we had the Bonneville dam as a P.W.A. project after all banks were closed March 6.

In 1936 farm prices were pegged and wheat and stock farmers commenced to pay off mortgages

In 1940 a handfull of 1000 politicians in Washington, D.C. starts to put 12,000,000 men in the army to fight 2 wars at once. No figures are available on the number of men who were drilled to be killers from Wasco county, but the figure is known to be more than 2500! We ended that war by mass killing with atomic bombs. Remember the good book says, "What-so-ever a man soeth, that shall he also reap!" So brace yourself we're soon going to reap the harvest!

(For additional Veteran data see under VETERANS).

THE UMATILLA HOUSE by FRED LOCKLEY, Oregon Journal

Few cities of the west have a more interesting history than the city of The Dalles; and few hotels were better known in the old days than the Umatilla House. The town was started in 1850 and was referred to as "the Landing". Later it was known as Wascopam, then it was changed to Dallas City, but though that is the official designation, it has been called The Dalles since postal approval of that name in 1860. The first merchant of The Dalles was John C. Bell of Salem who operated a sutler's store there in 1850. (In 1848 Nathan Olney had a store in The Dalles). In 1851 he sold his business to Wm. Gibson who was the first postmaster at The Dalles when it was known as Wascopam (Fort Dalles Landing).

In 1858 the Umatilla House, under A.J. Nixon, prop., was the city's leading hotel. Other hotels were the Cushing hotel operated by Milo M. Cushing, the Gates Hotel operated by Col. N.H. Gates, the Wasco Hotel by A.H. Curtiss. The discovery of gold in eastern Oregon and Idaho was the making of The Dalles. The steamers from Portland ran with capacity loads to The Dalles. The streets were full of pack trains going to the mines. Stages and wagons were soon heading for the mines. All business houses made money and were kept busy. When the Umatilla House was built in 1857 it was a regular mint to its owners. It was taken over in 1860 by Major Dan Handley and Col. N.B. Sinnott. For 18 years it did a land office business, its bar room making even more money than the rent from the rooms or the profit from the meals. In 1878 the Umatilla House was destroyed by fire. The ashes were hardly cool before big Dan Handley and N.B. Sinnott had men clearing the site for the erection of another building.

Both Hanley and Sinnott were from Ireland and possessed a high degree of the spirit of hospitality. Sinnott was a "black republican" while his partner was a "dyed-in-the-wool democrat." Handley weighed over 300 pounds and was a liberal patron of his own table and bar. Before the hotel was finished another fire swept that part of the city and once more the Umatilla House was a pile of smoking ashes. Undaunted by this second disaster, they at once built an even larger hotel, which was opened in 1879, with 127 rooms, a large lobby and a porch along the entire front of the building. It was located on the bank of the Columbia river and the first place the passengers of the steam boats headed for was the Umatilla House. The dining room seated 200 and I have seen it filled with guests waiting for seats. The bar room could easily accommodate 200 and I have seen it filled with standing room at a premium. Venison, wild goose, Royal Chinook salmon were some of the specialties of the Umatilla House. Scores of balls have been held in the dining room and hundreds of weddings have been celebrated in the ladies' parlor. For a score of years it was considered "the thing" for the bride and groom to meet at the Umatilla House to be married and then celebrate the event with a wedding breakfast or luncheon, followed by a trip on the boat to Portland for a wedding journey.

No longer does the China boy polish the lamp chimneys till they shine like crystal. No longer do the halls and lobby echo to the tread of cowboy, miner, soldier, statesman, banker or magnate. The glory that was once in evidence has departed. The keyboard of walnut, with its carved goat's head and pendent mallard ducks is now but a souvenir of by-gone days. So too is the walnut counter, the big gilt mirrors, oil paintings of Mt. Hood, of the Columbia river, of the lady on horseback, the elk standing at bay, the made-to-order chair for Major Handley. No longer do the strains of the square piano summon festivity. No longer do stages drive up to the door, no do trains or boats stop at the hotel. Some years ago I looked over the old registers of the Umatilla House and found they were a veritable "who's who" of Oregon and the west. The signatures of George Francis Train, of around the world in 80 days fame, of Schuyler Colfax, Mark Twain, Henry Vallard, U.S. Senators and statesmen galore to say nothing of the railroad magnets, world travelers or other distinguished visitors.

The price of meals were two bits and four bits, depending upon whether you sat at the commercial table or at the table for the general public which meant farm hands, mule skinnners, bull whackers, prospectors, miners, brakemen, homesteaders. If you wanted to sit with the gamblers, drummers and politicians you paid four bits and had an orange or banana while the two bitters had to get along with an apple pie.

Major Daniel Handley died in 1891 and the following year the Umatilla House was purchased by Judd Fish. In 1909 the hotel Dalles was opened and the Umatilla House became only a historic memory. In 1906 Tom N. Crofton took it over and it dwindled until it was only a reminder of the days that it once was, when its fame was nation-wide and The Dalles was the "biggest little city in the west." In its better days it was a rendezvous of political parties, conventions holding sessions a week at a time both day and night. The political future of WASCO COUNTY was built up and carried through in this hotel. Col. N.B. Sinnott was a staunch republican and an authority on the political situation in the state and in forecasting election results and acts of congress. It was there that Congressman N.J. Sinnott spent his boyhood and got his political training. Col. Sinnott endeavored to be at the desk on the arrival of all stages, boats and trains to welcome the incoming guests with true "western hospitality." The good colonel was known far and wide for his remarkable ability for impressing the appearance of people upon his memory, so that even years afterwards, should he meet the guest again he could recall the name of the person and where and when he had met them! Col. Sinnott died in 1897.

Major Daniel Handley was a noble man with his heart in his hand and he had the same smile for the rich and poor alike. A man's word was as good as a deed in those days and when Judd Fish took over the management of the hotel he found notes to the extent of \$16,000 for hospitality they extended to miners and pioneers of the west who were unable to pay for their meals and lodging at the Umatilla House! Often they took in the stranger who was sick and broke and just as often they paid in full when their health was restored. On the river side of the hotel was the incline for the steamers to land along side the hotel in high water. Across Union street west was the Baldwin Opra house on the bank of Mill creek. Ice for the hotel came from the Mt. Adams caves until they built their own plant. All furniture was made for the hotel by the Oregon Furniture Manufacturing Co. of Portland.



Regulator



Umatilla House



Western Queen Ferry

The UMATILLA HOUSE

The West Shore magazine of July 1880 said the Umatilla House was a 100 X 120 building which cost \$35,000. It had a 30 X 40 office; a dining room 50 X 90; a ladies room 24 foot square and had 123 rooms. It was rebuilt Oct. 25, 1879. They served 500 meals a day in the dining room and used \$600 worth of meat a month.

The Cosmopolitan Hotel, owned by Thomas Smith the former owner of the Empire Hotel(1861)built it in October 1879. It was a 120 X 40 with 75 rooms and finished by Shundler & Chadborne of Portland. It had a 60 X 40 dining room.

The Snipes & Kinersley drug store occupied the H.C. Waldron stone building(1880).

Gov. Z.F. Moody occupied(the Model laundry)the stone building at 222 E First since 1862. From 1874 to 1878 Gov. Moody held the mail contract from the Cascades to The Dalles.

The McFarland & French store had 65,000 sq. ft. of floor space. It was formerly French & Gilman and was established in 1862.(The institution later became the French & Co. bank which closed its doors during the "prosperous 1920's.") West Shore Magazine July 1880, Portland Library).

The first Umatilla House was built by A.J. Nixon in 1857. It had a pitched roof. It burned in 1878 and was rebuilt in 1879 with a broad veranda on the front and west sides. It had 120 rooms and a dining room that would accomodate 200 people. It was lighted by kerosene burning chandelier lamps hung from the ceilings. Old Tom, the China boy, kept them shined and filled. The dining room could be and was converted into a ball room for the fireman's ball and other important social events. The old hotel was well known for its hospitality by miners, farmers, soldiers, boatsmen, cowboys, honey-mooners, railroaders, sheepmen, salesmen, politicians, emigrants and travelers. It was a stage, boat and rail stop and a meeting place for everyone in the community. Dan Handley died in 1891 and Judd Fish acquired the hotel in 1892. He put in steam heat, electric lights, removed the veranda in 1895 and sold it to Tom Crofton in 1906. It was torn down in 1929. The old Umatilla House bus used every year in the Legion Frolics parade was built by August Wintermiller of The Dalles at a cost of \$2600.

There was 12 cooks employed in the Umatilla House kitchen and 16 waiters served 600 meals a day. One large delegation of 800 people from Chicago filled the place to capacity once. Dalles railroaders generally paid \$20. a month for room and board(1882). The guests ranged from bankers to bums and many miners came down to spend the winter, every year, at the old hotel as likewise did sheep and cattlemen. The old hotel took in hundreds of thousands of dollars. It was the bank for the railroaders and steamboat men where they came for their pay rolled in gold coins and placed in the safe with the name of each man on the roll. The larger heating stoves took full 4-foot wood. The smaller stoves in each of the 114 rooms had to have shorter wood put in the woodbox by old Tom and his Chinese helpers. Neither Handley nor Sinnott ever sued or dunned a man for an unpaid bill. When it burned in 1878 railroad and steamboat men had had their savings and pay in the safe and they authorized Handley and Sinnott to use their money for a new hotel. Either Handley or Sinnott would meet all trains outside ringing a big brass bell to indicate dinner was being served. The hotel took all the garden produce Chas. Denton and other local gardeners, including the Chinese, could raise for their kitchen. Their supply room was as big as a grocery store. The stocked 4 ton of hams and bacon at a time and several hundred dozen eggs. Once they bought 300 dozen of hard boiled eggs from some unknown rogue. They had a butcher shop the largest in town to prepare steaks, roasts, fish and fowl in for the kitchen. Chew Kee was the head cook and he could keep 200 orders in his head, as fast as waiters could bark them at him, and never mix an order up! He had helpers who could do just as good.

Handley and Sinnott were great story tellers and in describing the spring salmon runs to eastern tourists they said, "the salmon comes up the Columbia river so thick you can walk across the river on their backs! and in the early days when we first came here wild hogs used to go down to the river and eat the salmon during those runs and do you know that it took 3 generations to breed out the salmon taste in their off-springs! " Handley and Sinnott were hotel men before they came to The Dalles.

THE HOTEL DALLES

The Dalles Hotel today(1952)serves the traveler over the New Oregon Trail(highway 30)the same as the Umatilla House served the traveler of the Old Oregon Trail nearly 100 years ago. Travelers judge a city by the type of hotel hospitality it offers and the Hotel Dalles is known far and wide for its good service. Built in 1910 as a stock company it was leased to Clark & Shipherd who operated it until 1919 when IPat Foley acquired it. Upon his death in 1933 Mrs. Foley took over the management until 1948 when her son Jerome became manager. It is a 4 story modern brick fireproof hotel 100 X 120 conveniently located within 2 blocks of the main shopping and theatre district. Although 40 years old its like the old maid, "it don't show its age." In fact it is just as attractive today as it was when it was built.

When first built the depot was in the east end of town at First and Madison. In those days the Hotel Dalles operated a horse-drawn bus, the same as the Umatilla House, to meet the trains and boats. Mr. Foley bought and converted the old Thornton Lake dance hall into a cow barn to supply the hotel with milk. Thornton Lake was operated as a recreational area up to that time and its loss for that purpose was keenly felt in the community for a long time afterwards. It was the only lake The Dalles had and should have been acquired and set aside for public park purposes.

THE U. S. MINT

An impressive monument to the god of gold stands on 3rd street between Monroe and Taylor in the form of a stone structure originally intended for a U.S. Mint. Started in 1865 by an appropriation of \$125,000 by Congress the 75 foot square building was made out of sandstone and basalt quarried near the Mill creek school house. Each block was 2 feet square and dressed to perfect shape with smooth borders around a slightly roughened interior by skilled Dalles masons of the 1860 period. The window ledges are of one stone, perfectly set into place. The spacious front doorway is plain but attractive in the massive stone arrangement, with a narrow border just above the door. A wide single stone step leads to the door.

The interior is divided into one main room with several smaller rooms along the east side. Some of the partitions have been taken out and it does not retain the original floor plan. The smaller rooms were probably intended for offices. A fireplace was built in each room. The same durability of structure marks the interior the partitions being of stone and brick. The basement is a labyrinth of arched stone supports and passageways.

When gold was discovered in Canyon City and on the Powder river a rush of gold miners passed thru The Dalles. Excitement was high and reports of claims yielding \$2000 a day upped miners fever. The Dalles, Walla Walla and Canyon City were the largest towns in the Oregon country then. Livestock and produce were in great demand and commanded high prices. Payment for all commodities were made in gold dust the rate being \$15.50 an ounce with quicksilver rates about the same. Everything was gold. The God of Gold reigned supreme in The Dalles. Human values were forgotten. Bags of gold were handled about as freely as other commodities. They were passed across the counter and gambling tables or bars in payment merchandise, debts or drinks. There was no service for less than \$1. The Wells Fargo Express Co. carried the gold dust and bullion to the San Francisco mint by boat. The high cost of handling gold, its depreciation and loss in transit, led to the demand for the mint here. The construction work progressed 2 years to the 2nd floor when the politicians in Congress decided the building of the Union Pacific railroad would make the Denver mint available as well as the Carson City, Nevada mint and the San Francisco mint could be reached by boat. These factors, together with the "panning out" of the mines and creek washings led to the abandonment of the mint project in The Dalles in 1867. The incomplete structure was turned over to the state of Oregon to be sold and the proceeds used for the school fund. (if we had had the right type of men in our local public offices then the Mint building and grounds should have been acquired for either a city hall or county courthouse or a school or hospital) (Dalles Chronicle 1922).

THE DALLES PUBLIC LIBRARY

The public library movement first started in The Dalles in 1899. The Dalles directory of 1903 stated the location of the library was at 310 1/2 Washington street with Annie Lang, librarian and Veleca Liebe as assistant. The directory of 1905 showed Annie Lang as President of the Library Association and Belle Ferguson as Secretary. It was Andrew Carnegie the steel magnet who was stirring up library interest by giving libraries away to small towns without such facilities. He gained much publicity in the newspapers and magazines by his gesture of dividing his fortune in this manner.

A town the size of The Dalles was entitled to a \$10,000 gift for library building purposes, if the site was furnished by the city and the city would guarantee maintenance of \$1000 annually. These were reasonable requests. Other cities were taking advantage of the offer and those interested in a library thought we ought to be in on the "cutting of the melon" while the opportunity still existed. The main promoters of the library movement were J.F. Neff, Annie Lang, Mrs. Hugh Logan, Frank French, Nathan Wheelon, Edward Hostetler, W. H. Wilson, Minnie Mitchell and Mrs. A.S. Bennett. They selected the site, got the city to make the purchase and guarantee maintenance. The Carnegie money was turned over to the city and the above committee carried out the construction programme at 4th & Washington streets into the building we see today which was completed in September 1910.

Wasco county has since contributed to the maintenance of the library and its use has become county-wide especially for school and personal use. Branch libraries are maintained at Mosier, Dufur, Antelope and Tygh and Maupin. Schools at Wamic, Wapinitia, Shaniko, Rowena and Chenoweth are loaned material.

Librarians were Elizabeth Stephens(1910-12); Corenne Metz(1913-19); Flora May Carr(1920-24); Elizabeth Hall(1924-25); Nina Moran(1925-30); Mary Frances Gilbert since 1930. Estelle Morgison, assistant librarian has been there since 1922.

The Dalles public library, like our other public institutions, is trying to handle a 1952 business in a 1910 building. It needs to be remodeled and doubled in size and capacity. Its doors and floors are worn out. The steps groan with pain when feet tread upon them. Shelves need replacing and modernizing; the furniture should have been consigned to a rummage sale long ago and the lights are so ancient its hardly possible to read by them. Some civic organization that wants to do something for the community should get behind a library expansion and improvement movement.

The assistance and cooperation we have received from the library staff in the preparation of this history is acknowledged with thanks. The history stories of Mrs. Lulu D. Crandall, Louis Fritz, Carson C. Masiker, Fred Wilson, Elizabeth Lord, The history of Central Oregon to name a few are all on file for research purposes. There are 105 volumes of clippings from newspapers which contain some of the finest stories about The Dalles ever written about any historical place. People whose hobby is keeping clippings on different phases of our history should file them in this record.



Fort Dalles Horse Stable



Crate Cabin



The Dalles 1867 - Mint Under Construction



Old Wooden Catholic Church

THE CASTLE OF THE DALLES by Irene M. Clark

No city has grown to maturity that does not boast a castle. Every boy and girl with any imagination has dreamed of a castle somewhere. Even the law of our land says, "a man's home is his castle." For more than 50 years the Castle of The Dalles, the most elaborate and expensive home the city has ever seen occupied the lots at the northwest corner of 10 and Laughlin streets. The story of the stone castle and of its builder, Col. J. H. Neyce, is one of the most romantic stories of the community and merits passing down from one generation to another as it was known to Lulu D. Crandall, early Dalles historian.

Col. J. H. Neyce, the title being borrowed, came to The Dalles in the early sixties with troops to Old Fort Dalles. He was a clerk in the quartermaster's department of the garrison here. Of slender means he was strongly aristocratic in frame of mind and in common with the people, he believed in putting his "best foot forward"; and before long it was discovered and whispered that the Col. was about to put his best foot forward. (He had inherited quite a sum of money from an estate in the south).

In 1863 he started building what was for that day and age a home of startling magnificence! Like many gentlemen he had inborn instincts of artists. Everything about the house was beautiful, dignified and planned with an eye to artistic effect. The location, with its sweeping view of the whole beautiful valley, was particularly advantageous. The sandstone of which the house was built was quarried from the ledge that marks the rimrock of the bluffs immediately south of the castle (on Seenic Drive), the cutting from the quarry being still visible on the hillside. The castle was evidently meant to be a monument to his pride for many years. The blocks were 18 inches thick and indeed everything about the place was built with the view to permanence and solidity. Why this type of stone has not been more generally used for building is not known, perhaps the art of cutting it and preparing it has been lost along with the artisans who did such splendid work in erecting this beautiful place of masonry. Such work is seldom found in these days of get-it-done-quick.

Harry Whitmore laid up the stone. Mr. Rintoul, father of the Misses Rintoul - brilliant Dalles school teachers, cut the fine stone arches over the windows and the sills of the doors and windows. R.W. Crandall, a famous stair builder and a real artist in that difficult profession, built the splendid circular stairway. Pete Rufiner did the plastering, work which is unexcelled. Because of the Gothic architecture, like that of the Old Fort Dalles buildings, it is thought that Louis Scholl who designed the Old Fort Dalles buildings, was the architect. The main building measured 50 X 30 and the ell was 18 X 20. It was 2 stories high with a capacious attic and with a large fireplace in each room which lent distinction and comfort to them, particularly in the stately double parlors.

When the castle-mansion was finished, Col. Neyce, with his wife and boy, took possession and lived there with much pomp and display. His wife rode a fine black Canadian pony, seated on a side saddle, which was the envy of the feminine population. When the family went riding a "nigger coachman" drove the fine span of horses which drew the handsome carriage. The home was handsomely furnished. They lived the lives of gentlemen of leisure to the full. Their little boy, who ran gaily about the stone castle died of measles. His wife has long since been dead. The Col. died at the age of 90 in the poor house at Santa Rosa, California.

Tales told about the old castle often ran riot in the imagination of the teller. When it was left tenantless and deserted the famous castle became the haunted castle of The Dalles. Dark tales were afloat of strange and fearful noises, heard in the dead of night, and the village imagination conjured up all sorts of screaming victims of the villainous Colonel. The children used to dare each other to go up and ring the doorbell, in the daytime, and then scramble in delicious screaming terror down the steep embankment when a terrible and clanking rattling was heard in the haunted castle. One of the children, braver than the rest, stayed a moment after ringing the bell one day and beheld the source of the mystery. It was a great Newfoundland dog, wagging his tail in glee at seeing someone and dragging behind him a length of heavy chain which his master, who worked nights, used to fasten him, to guard the house during his absence. Older members of the community also had their thrills over ghastly noises which shrieked at stated intervals, from the old castle. Finally it was discovered by some daring soul, who decided to lay in wait for the ghost, that a little piece of tin up on the edge of the roof had become loose and bent screechingly to and fro in the wind, in such a manner as to cause the excitement.

The house passed from Col. Neyce's hands to the Ladd & Tilton bank of Portland who sold it to Henry Marlin. He sold to Robery Mays of Tygh and for many years it was known as the May's castle. Mays sold it to James Rice of Madras and he to John Burnell. Finally E.O. McCoy came in possession of it and used the stones for a garage. Besides the Neyce family Gov. Z.F. Moody lived in the castle before he was governor. J.O. Mack, who came to The Dalles in 1884 occupied it from 1889 to 1894. Mrs. Mack was a famous gardener and the grounds were a dream of loveliness during her occupancy. Mr. Mack died in 1903. In 1905 the old castle burned when a burning shingle from the burning home of B. S. Huntington was carried by the wind to the roof of the old castle. It was occupied by H.W. Wells who were away when the disaster occurred. It was reported that the castle cost Col. Neyce \$50,000 which in terms of 1952 dollars would mean \$200,000! It was therefore by far the most elaborate and expensive home ever erected in The Dalles and one which has left us one of the finest stories that any town could possibly wish for. (The Dalles Chronicle 1921)

THE DALLES HAS THREE COURTHOUSE BUILDINGS

Few towns in the U.S. can boast of having 3 court house buildings still in existence! The old wooden city hall was formerly the first courthouse in Wasco county, erected in 1858 to serve an area of 130,000 square miles, the largest county ever to exist in the U.S! The contract for the erection of the old wooden courthouse at 3rd and Court streets (Court being named for the courthouse) was let in 1858 and construction completed the next year. The contractor was W.C. Wallace and most of the lumber came from the J.H. Mosier mill at Mosier, being floated to The Dalles on river scows or flatboats by Mr. Mosier although some of the lumber came from the Cascade mill at Cascade Locks. The framing was hewed out by broad-ax and all the materials were worked by hand, including the shingles. J. M. Marden made the doors and windows. The Dalles was known as Wascopam then and its population in 1858 was 600. Orlando Humason, Father of Wasco County, occupied the county judge's office and supervised the erection of the first courthouse. Joseph G. Wilson was district judge from 1861 to 1870; L.L. McArthur to 1882.

From 1854 to 1859 there was no courthouse in Wasco county nor any jail. This small frame structure was the first courthouse between the summit of the Cascades and the summit of the Rockies. It provided for an office for the sheriff on the first floor, with a jail at the rear and the courtroom upstairs. The county clerk's office was next door. The cost was not to exceed \$2500. The court room was used as a town meeting hall, for religious, political and civic bodies to meet in. Inmates of the jail on the first floor soon filled the walls of the building with millions of bed-bugs, lice and other vermin until the presence of the crawling creatures on the fine "Sunday go-to-meeting clothes" of the ladies made it an objectionable place for public gatherings on warm days and hastened the erection of early Dalles churches. The Camera Club picture of the first courthouse and that of the Pioneers' Association was taken by Julius Valarde.

When Wasco County built its second courthouse at 3rd and Union in 1883 at a cost of \$23,000, the first wooden courthouse was used as Dalles City hall and jail until 1909 when the present city hall was erected. During the city hall construction period the old courthouse was moved to a vacant lot next to the Elk's Club and used as a city hall in that location. After the completion of the new city hall the old courthouse was moved to 320 E 3rd where Matt Schoren, its new owner, remodeled it into a dwelling and later into a lodging house as it appears today.

The 1883 courthouse, a fine brick structure costing \$23,000 was built by N.J. Blagen as a 2-story structure with county offices on the first floor, jail in the rear and a large court room on the second floor. It had a full basement and was heated by warm air wood-burning furnace. The belfry contained the "town clock" which tolled off the hours for the sleepy village. The brick came from the J. H. Blakeney brickyard, out on Brickyard road next to the Odd Fellows cemetery. The large drying kilns of the Blakeney brickyard made most of the brick for the permanent brick structures of that period that we see in The Dalles today. There were other smaller brickyards "up on the bluff" but this was the largest brick manufacturing establishment in The Dalles.

Third Courthouse

The growth in population, expansion of county business and cheapness of good materials prompted the acquiring of the old Baptist church property at 5th & Washington for \$8000 to erect a new, bigger and better courthouse on. C. J. Crandall, husband of Lulu D. Crandall early Dalles historian, was the architect. He and Louis Scholl were the best two architects in the city's history as the monuments they left to their memory will testify to. A. E. Lake was county judge and he established a sinking fund for the new courthouse which was erected in 1914 at a cost of \$159,000 at a fraction of its replacement value today. Its Corinthian architecture design with granite foundation, beautiful white brick, broad picture windows, marble halls and fine furniture have withstood 38 years of use and weather and is still one of the most beautiful buildings in the Pacific northwest. County business has long since outgrown the building but taxpayers refused to approve an office annex before World War 2 when costs were reasonable and so today about $\frac{1}{2}$ of Wasco county business is transacted in privately owned rented quarters.

WASCO COUNTY

Wasco county was organized by an act of the territorial legislature in 1854 and included everything in the Territory of Oregon between the summit of the Cascades on the west and the summit of the Rockies on the east; from the California border on the south to the Columbia river on the north embracing some 130,000 square miles and was the largest county in the U.S. between 1854 and 1869! Cascade Locks, Mt. Hood, Crater Lake, Klamath Falls, all of southern Idaho to Rock Springs, Wyo., north to Yellowstone Park (which was in Wasco county) and to and including Butte, Mont. west and including Grangeville, Idaho, just south of Walla Walla and Walulla to the Columbia river and back down the Columbia to the Cascades was all in Wasco County! Wasco county was taken off of Clackamas and Clatsop counties. We once thought Clackamas was larger than Wasco at the time Clackamas county extended to the Canadian boundary and included nearly all of Washington, northern Idaho and a part of Montana from Butte north, but Wasco county was 4th larger; and even when it ran on up to the imaginary 54-40 or fight parallel in Canada, which was never recognized by treaty, it was never any larger than Wasco county. Feb. 14, 1859 Oregon became a state and Wasco county lost Idaho, Wyoming and Montana.

In 1862 Baker and Umatilla counties was cut off Wasco. Grant was taken off in 1864; then Union and Lake in 1874; Crook and Klamath in 1882; Morrow and Gilliam in 1885; Malheur in 1887; Harney in 1889; Sherman in 1891; Wheeler in 1899; Hood River in 1908; Deschutes and Jefferson in 1916 until now it contains only 2387 square miles. Had the proposal to take Nesmith county off Wasco in 1908 materialized and Antelope made the county seat we would have lost all the territory south of the Deschutes river 1188 square miles and would have been reduced to 1199 square miles. We always count the 500 square miles of the Warm Springs Indian Reservation as a part of Wasco county too.

THE POSTAL SERVICE

Mail service is always the first to follow settlement so it is not suprising that the post office is the oldest business institution in The Dalles and other communities. Even the early missionaries of The Dalles had letters to forward to the folks at home and missionary boards and never failed to meet the Hudson Bay boats for mail purposes. Military authorities maintained their routes of mail and army orders routes. The Oregon Provinsial legislature of 1843 established its own mail service with W.G. T'Vault as postmaster general who established the first post offices and mail routes in the Willamette Valley. Service was not extended to The Dalles as only the mission existed here and they got their mail periodically on trips for supplies to the valley. The first offices established were at Astoria, Vancouver, Oregon City, Champoege, Salem and Dallas. Mail baots at first only came to Astoria and later to Vancouver, Milwaukee and Oregon City, in 1851 by the Pacific Mail boats Caroline and Oregon. Edward Crate made occasional stops at the mission here enroute down the river and carried messages for the missionaries so he might be termed the first unofficial mail carrier of The Dalles.

In 1851 Capt. Nathaniel Cee, 1812 war veteran who in 1853 filed on a Donation Land claim at Hood River, was appointed the government postal agent for Oregon, letting contracts for postal routes and establishing post offices in Oregon Territory. He appointed Wm. Gibson as first postmaster at Fort Dalles Landing and let the first contract to Justin Chenowith, after whom Chenowith creek is named, to transport the mail by dug-out-sail-boat canoe from the Cascades to The Dalles in 1851.

FIRST POST OFFICE AT FORT DALLES LANDING

John Bell of Salem operated a Suttler's store at the old Fort Dalles in 1850 and he sold to Wm. Gibson who obtained permission of the military authorities to move it down to Nathan Olney's log cabin on the bank of Mill creek at First & Union close to the Landing. This gave the first name to the post office in 1851 as The Dalles Landing and Fort Dalles Landing which name prevailed for postal purposes until 1853 when it was changed to WASCOPAM. These facts mark Wm. Gibson as the first official postmaster of The Dalles and the establishment of The Dalles post office 101 years ago. Wm. Gibson is credited with being postmaster of The Dalles Landing and Wascopam from 1851 until 1859, the name of the post office being changed from The Dalles Landing to Wascopam Sept. 8, 1853 and remained known as WASCOPAM until it was changed to The Dalles March 22, 1860. We have found no early history on Wm. Gibson, where he came from or where he went to. Historians do say he sold the old log post office and store building to Victor Trevitt who moved it to 103 W 2nd, across from the present post office building. It is apparant that Gibson found better quarters elsewhere for the post office.

JUSTIN CHENOWITH

History records that Justin Chenowith was born in Illinois(1825)came west to St. Louis where he joined the U.S. Mounted Riflemen and came to Fort Dalles with Col. W.W. Loring in 1849. He was an early Oregon school teacher and legislative assembly clerk, librarian and public land surveyor, a very outstanding man for those early days so it was natural that Nathaniel Cee should meet and be impressed with him the very first thing upon Cee's arrival for postal purposes. His first year on his Donation Land Claim on Chenowith Creek he lived in a "lean-to cave hut" but in 1852 he built a fine home on his place at the mouth of the creek and tried to establish a townsit there. He was licensed to operate the first ferry at(The Dalles)WASCOPAM in 1854 by one of the first acts of the newly formed county government. In 1860 he ran for surveyor of Wasce county but was defeated so started a pack train supply service to the mines(1860-61). He was later a stagecoach driver on The Dalles to Salt Lake City run, carrying mail, passengers, gold and Wells Fargo Express. He left The Dalles in 1866, after marrying Mary Vickers of Butteville in 1852 when he was living on the Van Bibber place at the foot of 7 Mile Mountain while building his Chenowith home. He was our first county school superintendent in 1857. He died in Portland March 16, 1898.

MILO M. CUSHING

Milo M. Cushing was the first Presidential postmaster appointed at WASCOPAM 1859 by President James Buchanan, democrat. He held the office for 6 years, according to Mrs. Wentworth Lord early Dalles historian, and he had no salary except stamp cancellations. He maintained the post office in a log building just east of the Waldron stone building at the foot of Washington street. Later he built a frame building just west of the stone building, which is the oldest building in The Dalles erected in 1859. He maintained the post office and store on the ground floor and living quarters upstairs. Mr. Cushing suffered a \$10,000 loss in the flood of 1859 and thinking he might have good luck in the gold fields of Canyon City or Idaho, he appointed Chas. Manfield, republican, to act as postmaster in his absence. But Capt. Thomas Jordan, 2nd in command at Fort Dalles under Col. Geo. Wright and who was "an ardent southern democrat" succeeded in removing Mansfield. Of Capt. Thomas Jordan Judge Fred Wilson says, "after leaving Fort Dalles he served as Chief of Staff in the southern army to Gen. Beauregard, 2nd in command at the battle of Shiloh. Jordan street in The Dalles is named after him and he supervised the erection of the buildings of Fort Dalles."

Milo M. Cushing came to The Dalles in 1852 with the 4th U.S. Infantry under command of Col. B.E.L. Bonneville, after whom Bonneville Dam is named. He was a Serg. in Capt. Alvord's company enlisting in 1848 in the quartermaster's corps. He was discharged at Fort Dalles in 1853 and surveyed the military reservation which was 10 miles square. He obtained military permission to erect a log hotel on Front street with a store on the lower floor. His rates was 50¢ for beds and 75¢ for meals. He went farming on Mill creek in 1858 and owned a 1/4th interest in the steamer Wasco which helped rescue the settlers at the Cascades during the massacre of 1856. In 1876 he moved to his lower 15 mile creek home at the Cushing Falls, just above Seuferts where he died in 1906 at age 86. He married Mary Piggott at The Dalles in 1854 which was the first wedding after the county was formed(see Little Girl of Wilderness).

JACOB JUKER

Jacob Juker was born in Switzerland (1820) served as 2nd Lt. in the Mexican War of 1846-48 and was mustered out of the army at Vancouver in 1849. He was admitted to citizenship Aug. 11, 1854 at the first session of the District Court held in The Dalles by Justice Olney. He operated a cigar making and selling business and was appointed postmaster by Abraham Lincoln maintaining the office just east of the Columbia hotel (110 E First). He had 3 girls and 2 boys, according to his son Wm. a carpenter and painter (1930) at Lafayette, and who left The Dalles in 1884. He died at The Dalles in 1889 and was buried in the Masonic Cemetery on Dry Hollow. (Fred Lockley, Oregon Journal Sept. 12, 1930).

H. G. WALDRON

H. G. Waldron, early Dalles school teacher and beloved pioneer druggist and owner of the old Waldron stone building, oldest in The Dalles, at the foot of Washington street, in 1864 received the appointment as postmaster at The Dalles from Abraham Lincoln and served 12 years. The mail until 1883 arrived in The Dalles by boat and the arrival of the mail boat, each evening, was indeed the big event of the day for the little village of 1000 people; and Mr. Waldron's drug store would be overflowing with anxious citizens awaiting word from loved ones or friends or for news from the outside world. The names of those having mail were called out and if present stepped forward. Mr. Waldron was widely known for his kindness and willingness to serve everyone, friends and stranger alike. If there was no one at General Delivery window, people just reached around and got their own mail, in typical self-serve manner. Mr. Waldron died in the big fire of Oct. 27, 1878 as a result of over exertion trying to help others salvage belongings.

ELIZABETH WILSON

Elizabeth Wilson, mother of Judge Fred W. Wilson, retired, in 1874 was appointed postmaster of The Dalles by President Ulysses S. Grant, Civil War General. Her appointment caused "great consternation" in the community because she was the first woman to receive a presidential appointment and she held the office 12 years. She had to give quite a large size bond and there were no fidelity bond companies in those days. Her bond was signed by prominent business men like Orlando Humason, Daniel Handley, George A. Liebe and R.F. Gibbons. She maintained the post office in her home at 209 Union street. The Dalles at that time was the mail distributing post office for all of eastern Oregon until 1883. Ocean steamers brought the mail to Portland and thence by river steamers to The Dalles. Here all the mails were worked over, segregated and delivered to the various stage lines running to Canyon City, Prineville, Walla Walla, Boise, Yakima or Wapinitia.

After leaving the post office (1886) Mrs. Wilson remained active in social affairs giving a great deal of attention to the Congregationalist church of which she was an early member. She was interested in schools, liked to travel and made several trips to eastern states to see old friends and places. She was born at South Argyle, N.Y. (1830) daughter of James O. Miller and came to Oregon (1851) via Panama as a school teacher and was married to Joseph G. Wilson (1854) son Sam Wilson of N.H. and was educated in Marietta college, Ohio receiving doctor of law degree (1857) coming to Oregon (1852) where he practiced law in the Willamette Valley, was a member of the state supreme court; was elected Congressman (1874), there being only 1 congressman from Oregon at that time; and had sent his family east to his old home at College Hill, Ohio (Cincinnati) intending to follow but was urged to stay in Oregon and campaign for Pres. U.S. Grant, which he did; and left for Washington, D.C. intending to meet his family at College Hill where Fred W. Wilson was born Sept. 10, 1872. After his arrival the family went with him to Washington. He was invited to deliver the commencement address of Marietta College on July 3, 1873. On the evening of July 2nd he was suddenly stricken and died in a very few minutes about a year after his election, leaving the widow and 4 children: Genevieve (Mrs. Pierce Mays); Grace (Mrs. Chas. W. Taylor); Lucy (Mrs. Joe Peters); Fred W. Wilson, retired Circuit Court Judge of The Dalles and a graduate of Whitman College and John Hopkins University (1893). The family moved to The Dalles in 1863. Elizabeth Wilson died Feb. 12, 1913 and is buried in the Old Pioneer Cemetery. (Biography by Judge Fred W. Wilson).

During the flood of 1872 the post office had to be moved to Krohn's Sawmill, courthouse location at 3rd & Union. The 1880 flood compelled its removal to the Congregationalist church at 2nd & Wash. In 1921 the Wilson post office property was used as a Y.W.C.A.

JAMES B. CROSSEN

James B. Crossen, Dalles auctioneer of 1883 was appointed postmaster by James A. Garfield in 1885 and moved the office to new quarters in the Gates building, which still stands at 3rd and Union. After 1883 the mail was handled by the railroad the trains stopping at the Umatilla House for passenger and mail service. The boats landed at the foot of Union street in those days making the Umatilla House corner at First and Union the most important location in the city. Edward Patterson and Senator P. J. Stadelman were postal clerks under Mr. Crossen.

Mike T. Nolan

Mike T. Nolan was appointed postmaster of The Dalles by Grover Cleveland in 1889 and he moved the office to 309 Washington street. During the flood of 1894 people rowed their boats right in the front door of the post office for their mail. Mr. Nolan's clerks were Horace Beanly and Mr. Chittenden, a Civil War veteran who retired to the old soldier's home at Roseburg in 1898. During the 1894 flood platforms were installed in the office and raised as the water rose to keep the mails dry while the clerks wore hip boots or remained mounted on the platforms to keep dry. The floods cut off the eastern mails and all the city had was what little that came up from Portland on the boats for nearly 3 weeks; and outgoing mail had to be dispatched to Portland by boat. The local papers suspended publication and most of the people were busy with the flood work so mail took a holiday with the flood.

JAMES A. CROSSEN

James A. Crossen, son of James B. Crossen, served under Benj. Harrison until 1893. He moved the office to the Masonic Building on 3rd street. One night the post office in this location was robbed and a stolen mail bag was found the next day on the Academy grounds at 10 & Washington streets. He later moved the office to the Vogt building where Davie's Drug store is at 318 E 2nd. John Cooper, Mr. Chittenden and Glenn Allen were clerks. Mr. Allen stated that he started work at 3 A.M. and quit for the night at 10 P.M. He slept on a cot in the back of the post office for 5 or 6 hours each night and received \$80 a month for the 16 hour day and he said he quit after a year because "the hours were too long." Nat Gorman brought the mail from the depot to the post office in a hand push cart. Henry H. Riddell was the next postmaster serving until 1897 when he was relieved by his bondsmen and the office placed in charge of Forest Fisher until 1901. Paul Childers was a clerk.

CIVIL SERVICE

It was while Jerry M. Patterson, prominent Civil War veteran and community leader was postmaster (1901-05) that the classification of the office was raised from 3rd to 2nd and the Civil Service act of 1903 became effective permitting the establishment of City Delivery service and Rural Delivery service to farms. Jerry M. Patterson was born in Ohio (1845) served in Co. A 15 Ohio Infantry. In 1868 he was a telegraph operator for the Northwestern railroad. He came to Oregon via the Panama Canal in 1869 settling at Salem and later to The Dalles as book keeper for A.M. Williams and Cashier for the U.S. bank. His son Edward was a post office clerk under James B. Crossen (1886-1890); his daughter Buluah served from 1902 to 1947 in the post office and his daughter Prudence was for years Clerk for school district 12. Maud Mitchell was assistant postmaster and Horace Bewley, mailing clerk.

Richard French, Dalles to Goldendale stagecoach driver (see under stages) became a City Carrier in 1903 and Edward Lemerson, Spanish-American war veteran also became a City Carrier in 1903, and he later transferred to Fresno, Calif. where he recently died. In those days City Carriers rode bicycles to serve the well-spaced houses "up in the pines." Lewis Moore was substitute. Mail then consisted mainly of letters and a few "home town" papers. Mails were not commercialized by business institutions then as they are now.

RURAL MAIL SERVICE

The Rural Mail service was sponsored by Grange legislation (1894) to bring free delivery of the mails to the farms of America which were at that time served largely by 44,000 small village post offices. There was much "city prejudice" against the rural mail service both in and out of the post office and some of it prevails even to this day. The petition for the first R.F.D. service at The Dalles was circulated by the late Si Evans of Upper 3 Mile creek in 1904 for service up 3 Mile and the Obrist grade to Dutch Flat, down the Hog's Back between 3 & 5 mile to the Benson school and back to Thompson Addition over the Benson road and to the post office. The first carrier (1904) was Chester Bell, after whom the Bell grade at the 3 Mile school was named. He was followed by Chas. Creighton (1905-06) prominent pioneer lodge man of The Dalles. Then Lewis Johnson, Civil War veteran father of Roy T. Johnson carried from 1907 to 1909. Wm. Obrist, son of Jacob Obrist pioneer settler of Dutch Flat, carried in 1910. He was followed by Joe Chandler, Allen E. Canfield, George Young, John Bunn, Klickitat county PUD director; Frank Gibson 1925; Wm. H. McNeal, compiler of this history, 1926-1943 and Dan Kindred since 1947, former Dalles City Carrier.

In 1930 the post office department engaged in an "economy drive" reducing the number of rural routes in the U.S. from 45,000 to 32,000 and included in this program was the consolidation of R.1, The Dalles and R.2, Boyd. R.1 was then re-routed to go east through Thompson's Addition, out the Old Dufur road to highway 23 and up 8 Mile and the Walston Grade (which rises 1000 feet in $1\frac{1}{4}$ miles); across Pleasant Ridge, down Jap Hollow, back the Old Dufur road to 5 Mile; up 5 Mile to the Grey school house and back in 3 Mile to the post office a distance of 51 miles. Under that consolidation step Blake Gallaher, carrier R.2, Boyd (1917-1930) was transferred by the department to R.4, The Dalles where he carried until his retirement Oct. 31, 1951. The consolidated section of the Boyd R.2, was established by George Walston (1910) son of Dr. M.C. Walston after whom Walston grade was named. He was followed by Chas. Deams, Chas. McCafferty, Blake Gallaher of Boyd and Wm. H. McNeal, compiler of this history, and Dan Kindred. The establishment of R.2, Boyd resulted in the discontinuance of the Endersby post office on The Dalles to Wapinitia horse-drawn Concord stage line (1878-1910). Roy T. Johnson, local P.U.D. director, started substituting for his father on R.1 in 1910 and had more than 30 years of continuous substitute service in when he resigned in 1944.

EDWARD HOSTETLER

In 1905 Edward Hostetler, brother of Jess the Cashier for years in French & Co. bank, was appointed postmaster by Theodore Roosevelt. Maud Mitchell served as assistant and later Aoy Stogsdill became the assistant and the office was moved to the Odd Fellows building at 2nd & Laughlin which was closer to the railroad depot at First & Madison. If the post office is within 3 or 4 blocks of the depot the railroad must pay for the transportation of the mail from the depot to the office, it is therefore government economy to keep post offices close to depots.

Hugh Fagan, son of Peter who came from Kansas to The Dalles in 1893, was appointed City Carrier in 1908 and retired as assistant postmaster in 1932. Robert Faloon was a City Carrier for a short while. Jacob Scherrer, World War 1 Veteran and now superintendent of mails received his appointment in 1908. Guy Fagan, brother of Hugh became a city carrier in 1909 and retired as a Rural Carrier on R.3 in 1945. Thomas Hill was appointed City Carrier in 1910, retired in 1934 and died 1932. John Harris became a City Carrier in 1909 and retired as a clerk in 1922. George Morris and Howard Hazeltine became City Carriers during this period. Bert Wyatt became a City Carrier 1910, resigned during W.W.1, was reinstated and retired as a clerk in 1935. On Jan. 23, 1911 the press reported a deposit of \$24 was made on the first day of operation of the postal savings in The Dalles.

The R.F.D. to the Mill creek area of The Dalles was established in 1906 with the route following up Mill creek to Spicenger canyon (known in prohibition days as Whiskey Gulch); thence up to Dutch Flat and across to the James M. Hartman grade and down to the old Issac Matney post office which served the employees of the Sam John's mill; down upper Mill creek and Suicide Grade to Lower Mill creek and back to the office. This was a standard 24 mile horse and buggy route. The first carrier was Dan Stuart (1906-09) who drove a 1 horse cart, rode a saddle horse in muddy weather and just as often walked the 24 miles in good weather! They tell a story on Dan. He hated women and there was a pretty school mom teaching the Dutch Flat school. One Friday she asked Dan if she could go to town with him. "Sure", he said, "be ready when I come by tomorrow." The next day Dan walked his route and the most humiliated school mom in Wasco county stayed home.

The next carrier was Chas. Thompson who later went to Portland and then Fred Campbell, brother of Bert the Taxidermist; Jim Pardue who later went to Portland; John Bunn the brother of Chas. later moved to Kelso (1920-21); Harold Canfield (1922-24); Roy Johnson (1925); Frank Gibson (1926-1947) retired on disability; Harold Ryan (1947-51); Ivan Gallagher, son of Blake retired carrier of R.4, 1952. The Economy Act of 1932 made a re-routing of R.2 up Mill creek to the foot of Suicide grade and return to Spicenger Canyon for a re-trace service; then up the Skyline road, across Dutch Flat and down 3 Mile and Dry Hollow back to the post office, 46 miles. In the old days when R.2 went down the Hartman and Suicide grades it was classed as the WORST RURAL MAIL ROUTE ROADS OF ANY ROUTE IN THE U.S. by the National Rural Letter Carriers' Association who sent a representative over the road to confirm their belief. In icy and snowy weather to bring a car down Suicide grade and stay right-side-up was one of the few thrilling experiences the average person ever has in a lifetime of driving; yet the rural carrier was expected to successfully do it every day as a part of his job! When the facts were brought to the attention of the Post Office Department they discontinued service over that part of the route, making the re-routing mentioned above.

The climb of 1000 feet up the Walston grade, in $1\frac{1}{2}$ miles, on R.1, up 8 Mile, is practically as steep as the descent down the Suicide grade was. It is not a fit road for public travel in bad weather and service has been suspended on Pleasant Ridge in bad weather for that reason. The roads up there are unimproved dirt roads, for the most part, and become blocked with snow and bottomless in mud, slick death traps when icy, and much winter time fog-bound driving.

ROUTE 3

Route 3 was established by Roy T. Johnson in 1909 as a 30 mile horse and buggy route going out through Thompson's Addition on east 9 street to the Old Dufur road and following it to the old dirt Wrentham road just beyond 5 Mile creek; out the Wrentham road to the Gilpin corner; thence through the Columbia district to the old post office of English at the Hay 4-corners; thence south down to Freebridge post office on the Great Southern railroad; following down 15 Mile creek past Brookhouse, Fulton, Fairbanks, Petersburg and back on what is now highway 30 to the post office. Phil Moore was the first carrier in 1910 followed by Joe Chandler, Allen E. Canfield, D.G. Remple (1920-29), Guy Fagan (1929-45) and Wm.H. McNeal, compiler of this history, since 1945.

During World War 1 days R.3 was converted from a "horse and buggy route" to what the post office Department was calling "Motor Routes" and it was officially changed from Route 3 to Motor Route A. Later the motor route designations were changed back to Rural Routes for the reason that practically all Rural Routes in the U.S. were fast becoming "motor routes" without "official knowledge of the department." Later an extension was made from the Gilpin corner to the Wrentham post office, then south to the Summit Ridge school and down the Emerson-Roberts market road back to the Columbia district. With minor changes the run now is 56.58 with 144 boxes through the "bread basket of Wasco county" where ranches are large and houses a mile or more apart. This is a great country for snow drifts in the winter, especially in the higher elevations and carriers have found that unless the road is plowed out there is no traveling possible in the hard packed drifts and stinging east wind.

ROUTE 4

Route 4 was laid out in 1912 as a standard 24 mile horse and buggy route following out the Chenowith road, up Chenowith creek to Brown's creek; up the Doyle grade, another of those 1000 foot rises in $1\frac{1}{2}$ miles which became unfit for public travel in bad weather; across 7 Mile mountain to the old State road and Ortleigh corner; back the state road to Chenowith creek and the post office. The establishment of the route was made by Lewis Falmer, a World War 1 veteran who carried 1912 to 1914, later operated a dairy on Snipes acres and then moved to Gresham. Alfred E. Canfield and his daughter Vera Canfield were the next two carriers. They were followed by Jess Stilwell, Spanish-American war veteran who now lives in Portland. Next was Owen McCorkle a World War 1 veteran then Roy T. Johnson and Don Davis. Don was a World War 1 veteran. Blake Gallaher carried from 1930 to 1951 when he retired. Harold Ryan transferred from R.2 to R.4 in 1951.

During the Economy Act the Post Office Department in 1936 transferred Wm. Sendlinger, Carrier of R.1, Mosier to the newly consolidated Dufur Rural routes. The Department then re-routed R. 4 out the Chenowith paved road to the school, re-traced to the Cemetery-Brickyard road to Cherry Heights and down Brown's creek to Chenowith, over to highway 30 and down to Mosier; up Mosier creek and back; returning to The Dalles over the old State road to highway 30 and the post office. The distance is 64 miles and there are nearly 400 boxes. This route has made a phenomenal growth since the installation of the Chenowith water district. In the old days of the horse and buggy they didn't even need to label the little case for the few papers and letters. Now Mr. Ryan has the equal of two standard cases and will need more room and will soon need extra office help to handle the mail. This route now works out of both The Dalles and Mosier post offices and requires more than 44 hours a week.

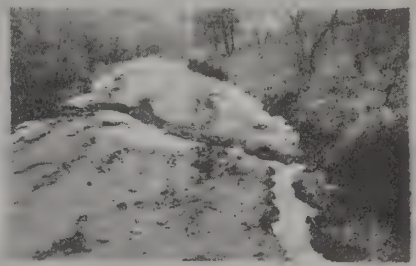


Above
 plow at work on Wrentham Canyon road.
 Below Wrentham Canyon road closed
 by winter snowdrifts, on R.3.

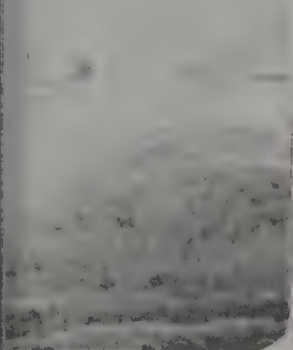
How winter roads appear to Wasco County Farmers, school bus drivers, rural mail carriers and county road maintenance crews. We have millions for primary highways but little more than maintenance money for roads to our farms.



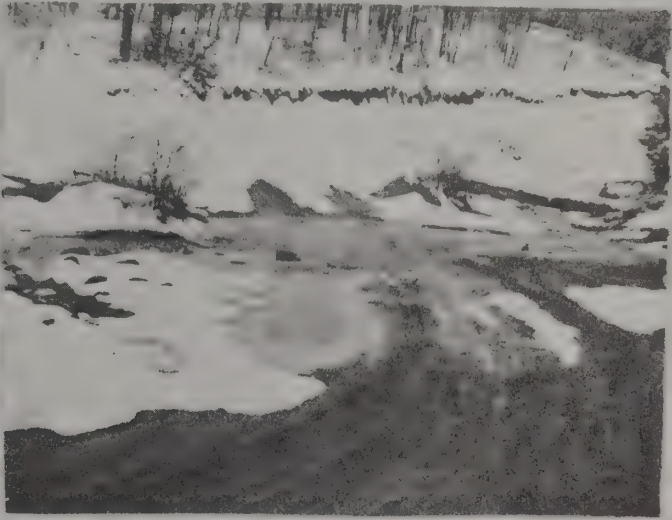
Showing how the 50
 gal. drum is used
 for parcels



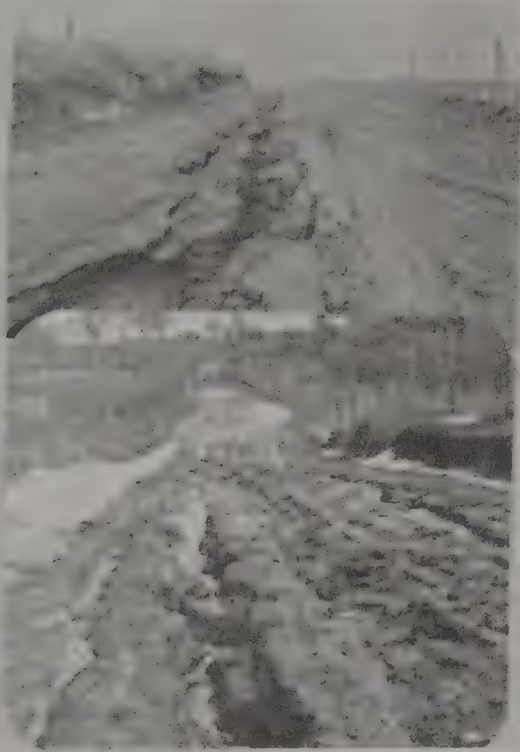
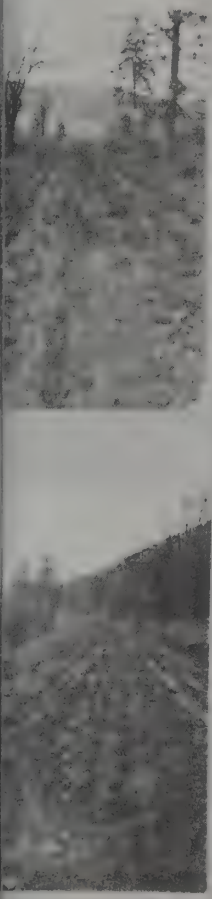
(Below) Unbridged creek on R.1. (Above) Need for culverts, R.1.



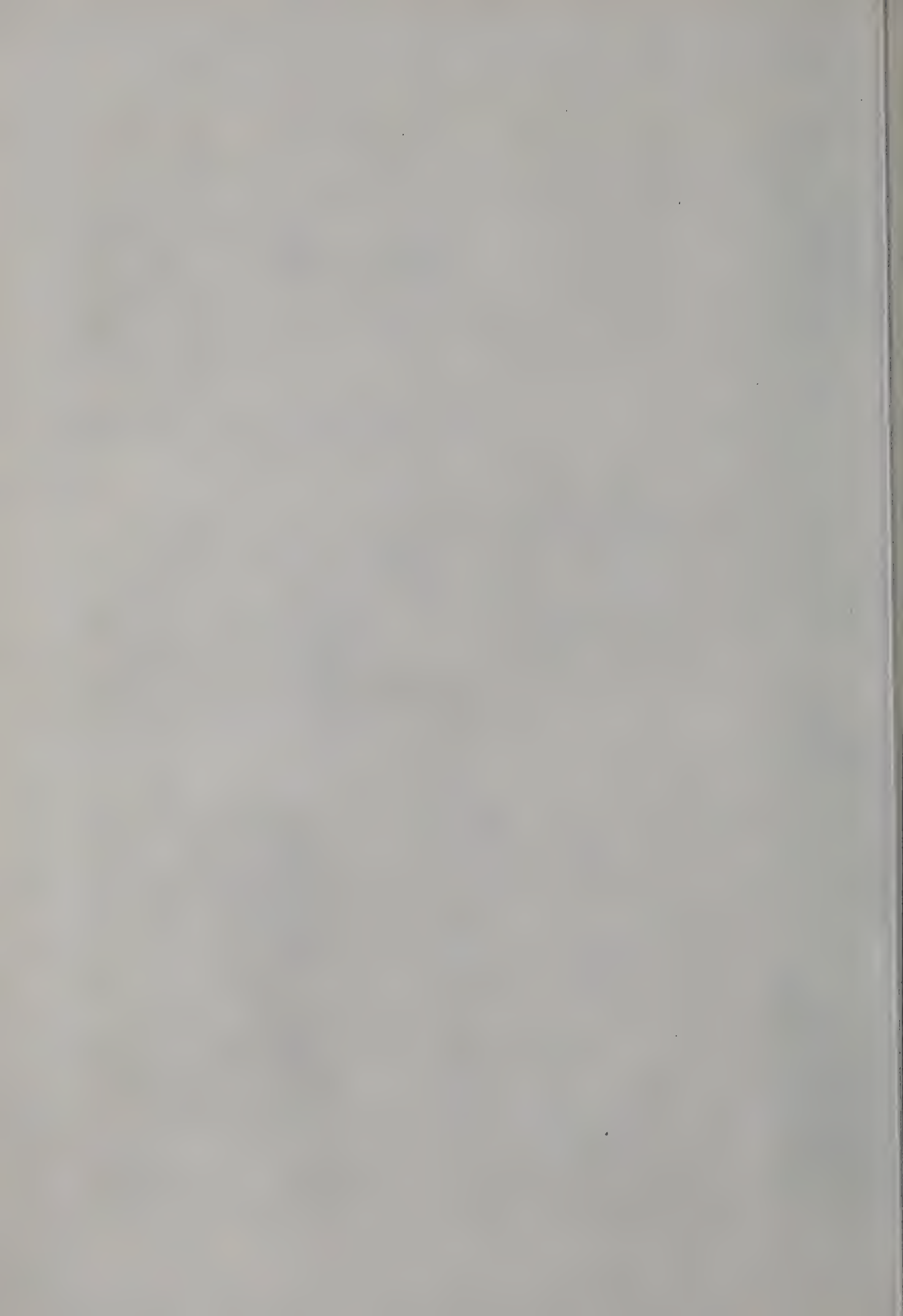
R.F.D. photos of just plain
 mud as it exists on all Wasco
 County farm roads in February.



Below
 Suicide Grade on R.2, 1937, when it was
 considered the worst R.F.D. in the U.S!
 Note the narrowness and sidling condition
 of the road. Frank Gibson, carrier.



NOTE NARROWNESS OF ROAD



Robert E. Williams recieved the democratic appointment for postmaster from Woodrew Wilson in 1913. The Odd Fellows fire of August 1914 burned the post office and several other business firms on the north side of 2nd in the 400 block, and since the depot was built in the west end of town, the government bought property at 2nd and Union for the new federal building. The Optimist of Feb. 18, 1915 said, "George Isackson, Portland contractor, was awarded construction of the new federal building at 2nd and Union, to begin work at once; the building to cost \$73,978 and to be built of TENIUC sandstone. An appropriation of \$60,000 was made for furnishings and equipment. The structure is to house the post office and the U.S. land office."

The Chronicle of Dec. 24, 1951 said, "Any increase in population will further tax the present 37 year old post office building already overcrowded and inadequate for good service. The post office department has made a complete survey of the present building and recommendations were made for enlarging and remodeling prior to planning for the building of The Dalles dam which will increase the present normal number of 36 employees by 5 more letter carriers and 1 parcel post carrier, 2 clerks and 1 supervisor and 4 substitute clerk-carriers. At least 500 more boxes will be needed. There are now 632 with demand for 100 more. The lobby is at least 4 feet too narrow. More office space is needed. The assistant postmaster and superintendent of mails need an office. The money order, registry and COD departments are inadequate. The vaults have long been outgrown for proper storage of records and stock. Insufficient space for handling and dispatch of mails, newcityndelivery cases for loading and unloading mail, parcel post, sacked mail and storage. Present floor space totals 2880 sq. ft. including a 13 X 60 ft. lobby, a 15 X 32 ft. finance room and 6 X 8 foot vault. The postmaster's office is 14 ft. square with an 8 X 10 vault too small for stocks required to be carried. The basement storage room is very crowded now. The furnace room is large enough. The 15 X 32 swing room is inadequate for an increased force. Other government agencies use the 2nd floor. Even if the extra space requested is granted the office will be taxed to capacity during the construction of the dam. Doubling of the present floor space would care for the normal increase in population for years to come." On April 30, 1952 the Chronicle said, "The Dalles post office is in the market for an extra building. This morning Bertha Darnielle, postmaster, put up a notice in the post office offering to lease 1650 sq. ft. of floor space in a separate building for dispatching and rural carriers' sections. The additional space must be on a single floor and should be as close to the post office as possible and people having such property are asked to get in touch with the postmaster by May 31 and she will provide the proper application for a lease for 5 years available Nov. 1. Post office inspectors have calculated the amount of additional space needed to be about $\frac{1}{2}$ the amount of space available in the present building. With the lack of post office space becoming critical and with crowded conditions expected in the near future the only solution is to build an addition to the present post office or find more space elsewhere since there is at present no authorization to build an addition to the post office." (Note- the installation of an elevator, portable working cases for clerical separation of incoming mail, re-wiring of the building, installation of a modern air conditioning system and oil or electrical heat, a telephone switch board for more extensions, a 2 way talkie system, more parking for cars, would double the capacity of the present building by utilizing all the upper floor and basement floor for postal purposes. This would ease the congestion until an extension could be added to the building.)

UNDER MR. WILLIAMS 1913-1921

During this period of time the parcel post system was established. Jess Stillwell was the first parcel post carrier using a horse and cart. The 2-wheel cart had a box the full width between the wheels, with sections for parcels. A step the full width of the cart was provided for the carrier to stand on. Thomas Hill was the next parcel post carrier. He was a city carrier from 1910 to 1936. He The next parcel post carrier was George Morris followed by Harold Ryman (1927) and Elmore Zerflush (1938) who served in China as a WW2 veteran.

Olive Willaims (1915-1926) was appointed registry clerk by her father. Dan Kindred became a City Carrier in 1918. Mark Sullivan (1917-1951) served as Custodian until WW1 and when he came back from the navy he served as a City Carrier until he retired in 1951. Edward Hanlon, who entered the postal service as a City Carrier in New York City in 1908 traded with Harbert Cluff, Clerk (1918). Ed is now one of the separation and mailing clerks. Ed. Lemison the Spanish-American war veteran city carrier resigned here and in 1916 went to Fresno, Calif. where he was reinstated and continued to carry until his retirement. Joe LaFoe entered as a janitor during W.W.1. Janitor help was hard to get during WW1 and the boys tell a story about having to hire a sheep herder from the Antelope country to help out one winter. The first fire he built soon had the furnace just dancing and the pop-off valve hissing steam, the building shaking. The poor frightened sheep herder tore up the stairs yelling, "run for your lives, she's going to blow up" and out the back door and down past the Hotel Dalles he ran like a hare. In the meantime Ed. Hanlon realized the radiators were turned off and opened them all up allowing the pressure to go down to normal but they say that if the sheep herder is still going at the same pace as last seen he ought to be over in Australia by now.

Robert E. Williams was the son of Robert E. Williams pioneer of 1852 who died at Wells Springs in Morrow county so Mr. Williams never knew his father, being only a year old. The family went on down to Oregon City by log raft where Mr. Williams spent his boyhood and knew Dr. McLaughlin, next door neighbor, and described him as straight in statue with long white hair, wore a broad rimmed black hat, carried a cane and had a strong deep voice that could be heard for a block. He knew all the Barlow family too. He came to The Dalles in 1889 and married Violet Matlock and worked for Brooks & Peters and S.L. Brooks merchantile co. In 1895 he went farming on 5 mile where he remained 16 years until he became postmaster. He died in The Dalles about 1928.

SIMON BOLTON 1921-29

Simon Bolton, son of Daniel and Elizabeth(Fullweider)Bolton who settled on 15 mile creek in 1854, was county clerk of both Klickitat and Wasco counties and for a number of years operated The Dalles Abstract office became postmaster under Warren G. Harding in 1921 serving until 1929. During this period Chas. Medley(1921-1940)entered the custodian service. James Beck became a city carrier in 1922 later trading with Carl Pratt, WWI veteran and Rural Carrier at Maupin(1932)and Mr. Pratt retired on disability shortly after the trade. Frank Gibson was appointed clerk-carrier substitute in 1922 transferring to R.1 in 1925 and to R.2 in 1926. W. H. McNeal, compiler of this history and WWI veteran was appointed clerk-carrier substitute in 1925 and transferred to R.1 in 1926 and to R.3 in 1946. George Herman was appointed City Carrier in 1926 and is now Registry clerk. George French, son of Richard French City Carrier of 1903 entered the service as a mailing clerk in 1927 and in 1939 he traded with Percy Forbes(1939-1951)of Los Angeles a WWI veteran who entered the City Carrier service in 1924 at Los Angeles. George French is now a clerk at Tuscon, Arizona. Dr. D.G. Remple, chiropractor and post office clerk of Prineville transferred to The Dalles in 1920 where he was the carrier on R.3(1920-1929)trading with Guy Fagan, for a clerkship and retired in 1926. His son Gerhard Remple was clerk from 1924 to his death in 1948. Gerhard's wife Vira Remple was appointed clerk-cashier-auditor(duties of Assistant postmaster)1948. Don Davis was a Rural Carrier on R.4(1946) later a city carrier in the office and finally transferred to Portland where he carries a down-town route. Harold Ryan became a City Carrier in 1926, parcel post carrier, R.2 Carrier(1947-51), R.4 Carrier since 1951.

JAMES B. KIRK 1929-1936

James B. Kirk, Spanish-American war veteran and proprietor of The Dalles Iron Works and first automobile garage in The Dalles recieved in 1929 the last republican appointment for a postmaster-ship at The Dalles from Calvin Coolidge. That was 23 years ago. A whole generation has grown to manhood and womanhood since the republicans have held office. Only a pioneer can remember that far back!(Some of the above mentioned appointments were made by Mr. Kirk, those made between 1929 and 1936 and even other later postmasters made some of the appointments mentioned above to make a better reading story.) James B. Kirk was born(1868)at Naoso, Mo. the son of Wm.H. and Harriett (Crain)Kirk of Scotland. The family moved from Mo. to Kan.(1882)and came west to Spokane that same year by covered wagon. He went to school at Walla Walla and moved to Portland in 1890. In 1896 he enlisted in the navy on the Monterey and served until 1899. He was married in 1899 to Lillie Johnson and moved to The Dalles in 1905 starting The Dalles Iron Works and first garage in eastern Oregon. He has served intermittently on The Dalles school board from 1915 to 1928, a thankless job with no pay. He was postmaster at The Dalles from 1929 to 1936. He served as Wasco County Judge from 1940 to 1947. Mr. and Mrs. Kirk's children were Bonita(Mrs.Roscoe Roberts)of The Dalles; Loyal, proprietor of The Dalles Iron Works; Grant, with the Pacific Telephone & Tel. Co. Portland; Elbert with the Bonneville Power Administration in Spokane; Letha(Mrs. Arthur Matlot)Brookings.

H.E. Barr was the first democratic postmaster appointed by Franklin D. Roosevelt here in 1936. Upon his death in office Ralph Bennett, WWI Veteran and editor of the Optimist was appointed to fill the vacancy in 1938.

BERTHA DARNIELLE

Bertha Darnielle was appointed postmaster by Harry Truman in 1945 the first time since 1874 that a woman has held the office. She is the wife of Willis Darnielle, pioneer 8 Mile family and democratic central committeeman of Wasco county for a number of years, and Dalles real estate merchant. As stated on the pre-ceeding page the volume of mail has doubled and the population has greatly increased since WW2 which has doubled the size of the postal crew and brought about the need for more office space to handle the business which Mrs. Darnielle has had to meet with and solve.

The more recent employees are Earl Sawtell(1937)WW2 veteran, clerk; Elmore Zerflush(1938)WW2 veteran, parcel post carrier; Roscoe Sexton(1945)WW2 veteran, clerk; Leo. Smith(1945)WW2 veteran, clerk; Joe Blessenback, WW2 veteran, transferree(1948)from St. Paul as a City Carrier, retired on disability in 1951; Duane Miller(1945)WW2 veteran, clerk; Don Ott(1946)WW2 veteran, City Carrier; Ivan Gallaheer(1947)WW2 veteran, City Carrier, transferree 1951 to R.2; Keith Gallaheer(1948)city carrier; Marion Gray(1947)WW2 veteran, custodian and city carrier; Roy Courtney(1948)WW2 veteran, city carrier; James Sandoz(1946)WW2 veteran, clerk; Richard Savage(1947)WW2 veteran, city carrier; Joe Hendricks(1951)WW2 veteran, resigned; Herman Spec(1948)WW2 & Korean veteran, now on military leave as Lt. in aviation; Ralph Carnahan(1949)WW2 veteran sub.clerk-carrier; Wm. Ross(1935)janitor; Elmer Swett(1949)janitor; Frank Brown(1951)janitor; Eugene Wright(reinstated 1951)sub clerk-carrier; LeRoy Ryan(1951)sub.clerk-carrier; C.M. Henderson(1951)WW2 veteran sub clerk; Doris Proctor(1942) indefinite war appointment as clerk; James Wilds, sub on R.2; Mrs. Letha Robertson, sub on R.1; Mrs. Bart Clayton, sub on R.3. Roy Johnson was for 30 years substitute on all the Rural Routes. Roy Duvall was a janitor for a short period of time.

OMISSIONS

We have in this postal history endeavored to list only the regular employees or those who have a classified status. There are probably just as many or more people associated with the post office such as special delivery messengers, mail contractors, stage line operators, Christmas help, temporary carriers etc. as there were regular employees. Human memory also has its limitations as to exact names, dates and spelling or other omissions by error that the reader may note. This postal history was read at a farewell retirement party Oct.20,1951, at the banquet hall of the Congregational church for Mark Sullivan, Blake Gallaheer and Percy Forbes and attended by 70 members of families of Dalles postal employees on the 100 anniversary of the founding of The Dalles post office in 1851.

GENERAL POSTAL HISTORY

For the student who would like to have a little more about the general history of the postal service a study shows it to be man's oldest service for one another. Inscriptions of clay and papyrus was used by kings and noblemen and others (who could afford to do so) to pass along messages or orders or decrees. The histories of Babylon and China 6000 years ago made notes of the use of seals on writings to indicate official nature of contents. Army leaders had to resort to written messages to keep in touch with far-flung forces or empires. Mail and communications was, for thousands of years, used solely by royalty and denied the common people. The Romans seemed to have adopted the first mail service 3 A.D. with runners on horseback who carried messages in relays, much after the pattern of the American Pony Express. The end of each relay and the beginning of the next was marked by a post or "posta", hence is derived the word "post office". The fall of Rome brought an end to this service.

In 807 Charlemagne had a short-lived similar service which was re-established by Louis XI in 1464 "with posts on all the high roads of France" and this seems to be the real fore-runner of our present postal system. A similar English postal service was established in the 16th century to carry both the kings messages and provide a means of travel for the public at wayside inn post offices; and "post haste" meant utmost speed on messages needing speedy service or Special Delivery. Other countries introduced the postal service about this same time as government monopolies.

In 1653 John Hill undertook a City Delivery system for London which included both delivery and pick-up service of letters and parcels. He established the penny postage for England. In 1660 the English parliament voted themselves a franking privilege. In 1680 the registry and insured service was established in England and Hill is credited with establishing the lowly postage stamp which is used by every nation in the world. His efforts in both delivering and picking up both parcel post and letters have not been duplicated since that time, except in the American Rural Mail delivery service.

AMERICAN POSTAL SERVICE

The postal service of the American colonies was adopted after the English system and were in fact a part of the English system before the Revolution. The general court of Mass. "ordered Richard Fairbanks and his house in Boston to be the appointed place to receive and dispatch letters from beyond the seas and be allowed a penny a letter for his service." In Va. the colonial law of 1657 required every planter to provide a messenger to convey dispatches as they arrived to the next plantation or forfeit a hogshead of tobacco in default. In N.Y. (1672) a post from N.Y. to Boston was established on a monthly basis. In 1692 the office of Postmaster General for America was created altho Benj. Franklin seems to be the first postmaster general appointed 1737 and took office in 1753. He personally visited and inspected all main post offices. He and an assistant had a salary of \$3000 "if he could make that much profit out of the office"; but he reported "that the first 4 years cost him \$4500 out of his own pocket", but he finally made it pay before he retired in 1774. On July 26, 1775 Congress took over the post offices and re-appointed Franklin which made him the first Postmaster General and "father" of the postal service, the same as John Paul Jones is "father" of the Navy and George Washington is "father" of the Army. Richard Bache took Franklin's place in 1775 when he was ambassador to France. In 1789 there were 75 post offices; 1800, 903; 1825, 5677; 1875, 35,734; 1885 51,252; 1890, 62,401; 1895, 70,064; 1900 76,688; 1905, 68,131; 1943 48,000.

Postage rates were reduced from 3¢ to 2¢ on letters in 1883 and raised back to 3¢ in the 1930's. Previous to 1863 a zone rate applied to letters 3¢ up to 300 miles and 10¢ for all above that. The postage stamp act was passed by Congress March 3, 1847. The City Delivery Service was established in 1862 with "free service" March 3, 1863 with 685 carriers; by 1884 there were 3890 carriers; in 1901 there were 16,389. Special Delivery service was established in 1885; registry 1864; sea post offices aboard ship 1890; postal telegraph 1888; postal savings 1898; railway mail following Civil War and in 1943 had 21,000 clerks; there are 12,000 star routes and 32,000 R.F.D routes; 225 power boats; air mail established in 1918.

R. F. D. SERVICE

L. J. Taber, mater of the national grange some years ago in a paper said, "it was in the 1880's that one of our Grange women went to the city to visit a friend and on her return she discussed her trip at a grange meeting and asked, 'I cannot understand why the government carries the mail to the people in town who have paved streets and live close to the post office, and does not carry it to us farmers who live on mud roads miles from town?' This question was presented to Pomona grange, later to a state grange to be followed at national grange with the result that after several years the Rural Delivery of mail was established. It was a long hard row to hoe. Big city newspapers poked all manner of fun and ridicule at the idea. The post office department said 'It couldn't be done!' Politicians showed very little interest in the matter, but finally with continued pressure year after year by farmers and grangers an experimental appropriation was secured in 1891 providing John Wana-maker, P.M. General under Benj. Harrison, with \$10,000 to experiment with for Rural Delivery of mail outside towns and villages. Action on the matter awaited Grover Cleveland in 1894 and even then it was slow and not until Oct. 1896 that 5 routes were established in Va. and closely following these were 83 other routes in 28 states by July 1897. Carriers salaries were \$12.50 a month but this had to be upped to \$300 to find carriers. The number of routes grew to a peak of 45,000 in 1928 and have since levelled off at about 32,000 serving 32,000,000 people. In 1902 there were 290 different patterns of "approved" Rural Mail boxes. These have been reduced to 2 the large No. 2 and small No. 1 box, to be erected about 44 inches from the ground to the bottom of the box and in groups where there are more than one box. This makes for better service. The peak number of post offices in 1900 of 76,688 have been reduced to about 42,000 by the establishment of Rural Routes. There are 11,000 Star or contract routes in the sparsely settled part of the country some of which serve boxes as well as post offices established in 1845 for stage coaches and pony express, railroads and boat service.

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SUBSIDIES

Before we leave the field of postal service we want to touch upon the subject of subsidies. The dictionary says, "a subsidy is a grant of money by the government to aid or encourage a private enterprise that serves to benefit the public."

"The salaries paid to postal employees are always pointed to as the reason the post office department has an annual deficit or operates in the red," so says the representatives of big business when they appear before congressional committee hearings and our reply is this:

The U. S. Mail service was established for the purpose of providing a means whereby the common small man or woman could write a personal message to a friend or relative and have that message delivered to its destination anywhere in the civilized world or at least in the U.S. for the small fee of 3¢ (it used to be 2¢ in the old days back to the 1880's). That 3¢ for letters was practically the only classification of mail that ever paid its own way.

Magazines & Newspapers

Then right away Congress said to the newspaper and magazine men, "You don't have to pay 3¢ for each item you mail, we will let you mail at a bulk POUND RATE per zone, and FREE in the COUNTY in which they were mailed and a cheap rate in the state and nearby zone." This was the first subsidy made to newspapers and magazines years and years ago "so the public could become better educated." The railroads charge just as much to haul newspapers and magazines as they do first class letters and the salaries of the clerks and carriers who handle newspapers and magazines are exactly the same as when they handle first class mail. The difference is taken out of national INCOME TAXES. The people are therefore paying a direct subsidy to magazines and newspapers whether they are subscribers or not. Its time to call a halt on magazine subsidies and make them pay their own way.

Advertisements

The same rule applies to advertisements. If you want to mail an unsealed Christmas card, as a private citizen, you are stuck for 2¢; but Congress says to the business man, "if you will mail more than 200 identical pieces of mail we will let you mail them for 1¢ each." As stated above the rail and labor costs are identical whether its a first class letter or an advertisement; so Congress merely takes the difference out of your Income Taxes to subsidize the merchant who has been pestering you with unwanted advertisements. Its time to tell your Congressman to apply the 2¢ rate to the business man, who don't need any subsidy from your Income Taxes in these days of prosperity, as he charges you.

Parcel Post

The parcel post rate is identical for everyone, but the rate was never high enough to pay for the rail and labor costs required to handle it. Congress of course merely took the difference out of your Income Taxes to subsidize Catalogue Houses and merchants who use that type of service and can and should pay for it themselves and not take it out of your Income Taxes.

FREE MAIL

Who ever heard tell of getting anything free? All these "free things" are taken out of the Income Tax payers pocket. Congressmen have proclaimed themselves a free Franking privilege under which tons of government printed matter is sent through the mails "free"; and they have told all other government agencies that they too could mail "free" if it was "official government business". The railroads don't handle that matter free it is charged for at the same rate as first class letters. Employees salaries are not suspended when that stuff is presented for mailing; so that deficit is taken out of Income Taxes. Its time to tell your congressman to make each bureau and branch of the government place postage on the matter they mail. You would be surprised how much of it wouldn't be necessary if they had to present their postal bill to congress. Free mailing is always abused.

RAILROAD SUBSIDIES

It costs \$6000 a car to roll a mail car from Chicago to Portland, Seattle or San Francisco. Its questionable whether those cars carry enough mail at the above cheap rates, to pay the railroad for its transportation rates to say nothing of the salaries of railway mail clerks and terminal mail handlers. Railroad rates are set by the Interstate Commerce Commission and there is nothing the post office or anyone else can do about them. The post office department is letting out some contracts to freight truck lines at figures much lower than rail rates as indicated by the recent Portland to Seattle contract. There are also "highway post offices" being established in various localities through-out the U.S. at a savings to the government. These highway post offices are regular busses fixed up as railroad mail cars were, for sorting mail by clerks between post offices. A recent Portland to Corvallis run over highway 99W was established to give better service and cut rail costs. If the revenue received for the bulky magazines and catalogues and periodicals is not enough to pay the railroads for long hauls congress merely takes it out of your Income Taxes. President Truman has asked the congress to increase rates, but congress has taken no action.

STEAMSHIP and AIR LINE SUBSIDIES

Some years ago the steamship subsidies reached an all-time high of \$34,000 per pound for carrying mail to and from foreign countries. The revenue the government received was less than \$1. The other \$33,999 was taken out of your Income Taxes to pay the boat line for each pound carried. The Maritime Commission sets the rates there is nothing the post office can do. The Aeronautic Commission sets the air rates and you pay the difference in Income Taxes.

So the next time you hear or read where salaries of postal employees are creating all the postal deficits, just remember its NOT salaries at all which create deficits its SUBSIDIES TO AMERICAN BUSINESS FIRMS who don't need subsidies in these days of prosperity. For free mail, rail, air & ship subsidies all at the expense of your 1st class 3¢ letters which are delayed to give first class service on subsidy mail for newspapers, magazines and business houses!

THE POSTAL SERVICE AS AN OCCUPATION OR CAREER FOR THE YOUNG MAN

We want to point out on this page some of the advantages and disadvantages in working for the postal service.

ADVANTAGES

1. Most, but not all of the work, is day work or between the hours of 5 A.M. and 10 P.M., for the beginner at the smaller first and second class offices like The Dalles. In Portland and the larger offices all the clerical beginners are on night work.
2. The hours are regular, after a regular appointment is recieved. There is some variation to this rule but generally speaking the employees know when they are going to work, when the lunch period will be and when the day is done.
3. The pay is dependable every two weeks and the rate set by Congress.
4. It is year-around steady work with Sundays and holidays off or comp time off if required to work.
5. In case of injury on the job the pay goes on while being hospitalized and during recovery; the hospital bills paid regardless of how long the injury lasts. There is also 15 days of sick leave granted each employee, with full pay, each year the unused portions being carried over into the next year. Some employees have 6 months of accumulated sick leave.
6. In case of total disability, after 5 years of service, an employee can retire on a reduced annuity the amount depending upon the number of years of service from about \$50. up.
7. An employee can retire on a reduced annuity, without a disability, after 25 years of service. The annuity would be less than \$75. a month. Full retirement annuity is granted at age 63 and amounts from \$125 a month up to about \$200 a month at age 70 after 40 years of service.
8. The widows annuity amounts to $\frac{1}{2}$ of the amount drawn by the employee, after the employee dies. Social Security pays the widow after 60 whether the employee is deceased or not. Social Security also pays the widow while she has minor children in school while federal coverage don't.
9. The working conditions as a rule are classified as "pleasant and favorable." There are many exceptions to this rule.
10. The best job in the postal service is that of the Rural Mail carrier who serves the farms of the nation. They are sought after by postmasters, inspectors, clerks, city carriers, railway mail clerks and others. Rural carriers can always trade with other postal workers. Rural Carriers work by the mile and not by the hour. When they are in and check their postal business for dispatch they are through for the day. They are NOT on the clock. They do have to see that their equipment is in running order for the next day's run. The farm patron they serve appreciate the mail service more than city dwellers because their city cousins recieve so many other services.
11. Postal employees are granted from 15 to 26 days paid vacation annually. In the case of Rural Mail carriers the Comptroller General has ruled, "that when a holiday falls within a week Rural Carriers are given gratis BOTH Saturdays, Sunday, and the holiday being charged with only 4 days vacation." There are 6 such holidays annually(exclusive of Christmas)which permits the older Rural Carriers to take 6 weeks vacation annually on 24 of their 26 days of annual leave. Other postal employees will use up their 26 days vacation in one calander month. Sick leave is granted Rural Carriers on the same basis of Gratis Saturdays, Sundays and holidays. Older employees who need physical check-ups and more rest or recuperation periods from colds and ailments have an advantage of at least three full weeks off annually for sick purposes. Other postal employees won't get much more than 2 weeks.

DISADVANTAGES

1. The pay is poor. Very few federal workers are able to save anything from their salaries.
2. Federal workers are restrained from argumenting their income from other sources.
3. As public servants they are subject to much criticism and very little praise.
4. The overloaded City Carrier breaks down his body and health at an early age. He is subject to injury in street accidents by bad dogs, icy steps and walks and bad weather.
5. Beginners are broken in as City Carriers. About 20% of their patrons are "floaters" who move every time the rent is due. Keeping track of "floater addresses" is a City Carrier headache.
6. In filling clerical vacancies City Carriers are seldom given an opportunity to fill clerical jobs. They are often required to work as City Carriers until retirement.
7. Formerly the pension benefits were the big drawing card for the postal service but since the establishment of Social Security by the time the young man of 1952 becomes eligable to retire in 1982 Social Security will be strengthened and the federal system absorbed into it.
8. The chance for advancement in the postal system is very poor. Postmaster vacancies in most of the smaller first class offices and the second class offices are filled by party patronage being given to inexperienced outsiders. Most business institutions require long years of experience with the firm before being entrusted as the manager.
9. Ambitious young men desiring to acquire wealth or make a big name for themselves are advised NOT to enter the postal service. Go seek a higher education and enter the business, industrial, education, communication, power or transportation field. In entering the postal service you must lay aside self and "selfish ambitions" and in its place cultivate the desire for service to your fellow man without thought of reward for self or family. The satisfaction of helping your friends and neighbors with 30 or 40 years of selfless service will bring lots of enjoyment for after all LIVING the Golden Rule is the greatest job any of us can do in this earthly life!

THE DALLES IN 1910

The Polk directory for 1910 said, "The Dalles had a population of 7000 and 3 lines of steamers ply between The Dalles and Portland. Railroads were the Columbia Southern into Shaniko, the Great Southern to Dufur and the Harriman line known as the O.R. & N Co. from Portland to the east. The city is just entering upon extensive municipal improvements in the way of paving, electric street car lines with electric suburban connections, the development of water power within 27 miles of The Dalles which will bring manufacturing including timber resources. Public schools had a corps of 20 teachers. Both the Hill and Harriman railroad systems are penetrating Central Oregon. Boats from Lewiston arrive at Celilo 3 times a week where The Dalles to Celilo Portage railroad makes connections and serves construction work on The Dalles-Celilo canal.

The mayor of The Dalles was E.M. Wingate, recorder P.B. Davis, marshall James H. Harper who had John Crate and Ralph Gibbons as policemen. The fire chief was Ed. Kurtz with Mike Curran assistant and George Brown engineer the department had the Jackson Engine Co., The Dalles Hook and Ladder Co., the Columbia Hose and Chemical Co., the East End Hose Co., the Mt. Hood Hose Co., the Fort Dalles Hose Co. and the South Side (Kelley Ave.) Hose Co. The school board members were John Gavin, chairman, Simeon Bolton, F.S. Gunning, Wm.L. Bradshaw and E.C. Pease. A. C. Strange was superintendent, Wm. B. Young high school principal and Maude Eddon, clerk. A.E. Lake was county judge, F.R. Angle, clerk, Levi Christman, sheriff, F.S. Gunning, treasurer, J.T. Neff, school superintendent, J.W. Koontz, assessor, C.N. Burget, coroner, A.W. Mohr, surveyor and C.H. Stoughton and H.C. Rooper, commissioners. W.L. Bradshaw was circuit judge here. L.H. Arneson was receiver of the U.S. Land office, J.A. Douthitt was justice of the peace. Elizabeth Stevens was librarian. Ed. Kurtz was Pres. of the business men's association and Judd Fish, secretary. The courthouse was at 3rd and Union.

SCHOOLS

St. Marys, Sister Mary Bernadette, Superior; Academy Park Harriet Alexander, Ambrosine Murphy, Kate Roche, Mary Simonsen. Court Street Etta Wrenn, Tena R'intoul, Dora Nielsen, Mrs. Jennie Wheeler, Shirley Dorsey. East Hill Florence Chapin and Janet Young. High School Wm. Young, J.R. Ward, Minnie U. Michell, Bertha P. White, Hattie R. Crawford, Alle Miller, Lora Foster, Daisy McAnulty and Estella F. Ross. Thompson Addition Myrthena Taylor. West Hill Ethel Osburn and Evelyn Hayes.

TRANSPORTATION

O.R. & N. Co. depot 1 & Madison, J.R. Stehley, agent. Great Southern Railroad, depot 1005 E 2nd John G. Helmrich, Treasurer and General Manager. Oregon Trunk Railroad 305 1/2 E 2nd, LeRoy Park, Sec.-Treas., Ralph Budd, Chief Engineer, 920 Bluff street (1952 is president of Great Northern railroad). Central Oregon Auto Stage Co. 208 E 2nd R.J. Gorman, agent. The Dalles to Dufur Auto stage, 219 E 2 Betts (Chas.B.) Auto Co. The Dalles to Celilo railroad construction train left Umatilla House every morning with workmen for canal and once a week made connections with boat to Lewiston. O.R. & N. Co. also made connections with Lewiston boat for north river points. The Dalles to Celilo railroad also made connections for the Oregon Trunk railroad and the Great Southern railroad made connections with the Oregon Trunk for supplies to Freebridge and Boyd for construction crews, on the Oregon Trunk.

Steamboats: The Dalles--Portland--Astoria Navigation Co. 201 E First operated steamer Dalles City which left for Portland Monday, Wednesday and Fridays at 7 A.M. and the Bailey Gatzert left every afternoon at 3 P.M. for Portland. The Mid-Columbia Transportation Co. operated the small turbine steamer Geo. W. Simons between here and Cascade Locks. It left at 2 P.M. in competition with the Bailey Gatzert. The Open River Transportation Co. operated the steamer J. N. Teal Monday, Wednesday and Fridays in competition with The Dalles City. The Dalles to ROCKLAND (Northdalles) ferry Western Queen operated by Capt. C.J. Price made continuous trips across the river here.

Tom Phillips was manager of the Pacific Telephone and Telegraph Co. 212 Washington. J. W. Condon was the manager of the Seufert & Condon Telephone Co. 304 Washington and the Western Union Telegraph Co. was moved from the Umatilla House to 317 E 2nd with Elizabeth Vanderslice, manager. The Casino theatre, first movie house in The Dalles at 312 E 2nd was managed by Lew Cullins. The Grand theatre operated by F.A. Lacey was the second movie theatre in The Dalles. The Max Vogt Grand Opra House at 309 E 3rd was managed by Wm. Birgfeld, outstanding orchestra leader of The Dalles. There were 25 saloons in business in The Dalles in 1910, 7 cigar stores and pool rooms. C. J. Crandall was the leading architect of The Dalles and J.C. Thrall was an auctioneer and Kirk's Garage (The Dalles Iron Works) was the only garage in The Dalles in 1910. Bakers were Fred Benzer's Fort Dalles Bakery at 16 & Garrison, Kellers, Groehlers and Hagenbuechers. French & Co. and the First National were the 2 Dalles banks. Barbers were John Thompson, Frank Goff, Carr & Swift, A.G. Dowd, F.H. Hahn, W.R. Rainey, Geo. Wilehart. Blacksmiths F.S. Gunning, Lane & Sexton, W.M. Morrison, Matt Schoren, Thompson & Wiley.

STORES

I.C. Nickelsen, books; clothing Joe Cohen, Ben Ablowitz, Henry Herbring, A.E. Lake, J.P. McInerhy, New York Cash, Edw. C. Pease, Phillip Perlman, Rice & McCoy, A.M. Williams; Phettyplace Kandy Kitchen; Al Hoering, Bertha Keller, A.A. Light, candy; drugs A.E. Cresby, M.Z. Donnell, Geo. Blakeley; dry goods J.C. Brill, Fred Meyers, Pease & Williams; groceries S.H. Davis, Ed. Ball, Rebecca Bayard, Cherry City Grocery (312 Wash); J.H. Cross, J.M. Dunahoo, Maier & Schanno, E.C. Pease, L. Rorden, J.H. Worsley; hardware Lane & Sexton, Maier & Schanno, E.C. Pease, Walther-Williams; harness Dalles Saddlery and Victor Marden; meat Dalles Dressed, Lofft & Larsen, Milne Bros. Cafes Alberto & Ross, George Fitzgerald, Mrs. Hugh Frazer, Gus Hanson, Lee Wong, Bob Lynan, H.F. Mercer, James Morris, Peter Pedres, Phettyplace Kandy Kitchen, J.A. Reynolds, C.N. Sargent, Tai Seid, Sue Wong, Dalles Hotel, Columbia hotel, Farmers hotel, Umatilla House, European hotel.

O.D. Doane, J.A. Reuter, C.E. Kennedy, Hugh Logan, J.M. Lowe, Wm. Shackelford, Elmer E. & Belle Ferguson, J. E. Anderson, osteopath. W.E. Case, chiropractor, A.L. Golder, optometrist. Nurses Elizabeth Campbell, Mrs. H.J. Emerson, Ida Falmer, Mrs. Sarah Francisco, Allie E. Groat, Mrs. J.M. Roberson, Frances Sampson and Mrs. L.E. Wilder. B.C. Olinger, Esson & Sturdevant, dentists.

CONTRACTORS

Campbell & Harris, R.D. Maxon, F.C. Tyler, J.C. Baker, J.M. Franz, C.G. Hedges, Warren Construction Co.(paving), J.W. Heebner(plaster), railroad contractors Porter Bros., Twohy Bros, Randall & Baker. For laborers Wing Yuen & Co.

REAL ESTATE

Hudson Land Co., W.O. Hadley, L. B. Laughlin, Acme Real Estate, Chesebro Investment Co., J. A. Douthit, Hugh Farmer, J.B. Goit, R.J. Gorman, O.J. Laing, W.E. Mills, M.T. Nolan, Wm. Ridsdale, W.A. Sexton, Nathan Whealdon.

LAWYERS

W.A. Bell, Bennett(A.S.)&Sinnott(Nick), C.J. Bright, J.A. Douthit, John Gavin, Frank Menefee, C.L. Pepper, Fred W. Wilson, H.S. Wilson and W. H. Wilson.

LIVERY STABLES & DRAYS

Criger & Kelley, Root & Morgan, Ward & Robertson. Drays Earl Berlin, James Ferguson, J.S. Miller, C.A. Taylor, Claude Gordion, Harry Learned, Jim Like, Nelson Love, A.J. Dashney, James W. Cathcart, Earl Vickers, American Express driver. Wm. Sautell, drayman. Willis Zachery and Chas. Swinford(1914).

PAINTERS

C.B. Betts, John Flinn & Wallace, H.M. Ford, C.F. Kennedy, W.S. Woolsey, Dave Vause, Louis Fritz.

PHOTOGRAPHERS

C.Y. Lamb, Ed. Ledgerwood and D.D. Wilder. (Lamb had succeeded Benj. A. Gifford).

JEWELERS

George Baker, Clark & George Newhouse, Herbert Knex, David Linquist.

Fred Bailey was grocery department manager for Edw. C. Pease; H.S. Berryman was auditor for the Great Southern railroad; Henry Bertrand was a clerk for the American Express Co. with Ed Kurtz as agent; John Blaser was a wagonmaker and Walt Blaser clerked in Claud Knight's Paint store; Chas. Burchtorf was a machinist for Walther-Williams; Ira Calbreath operated a steam wood-saw and burned peoples wood to make steam while he was sawing and took plenty along to tide him over to the next wood pile; W.A.(Burt)Campbell was a taxidermist whose work around The Dalles is a living monument to his memory. The Carnegie library had just been built at 4th & Washington. Paul Childers was a clerk for Frank Menefee. Fred Christen was learning the plumbing trade at Joe Kirchoff's shop. The Cherry City Grocery Co. was located at 3rd & Washington with Avery Longmire the manager. The Chronicle Pub. Co. president was A.S. MacAllister, J.C. Hostetler, Secretary and H.G. Miller publisher. Louis Comini operated his marble works at 417 E 2nd until burned out by the fire of 1914. Daniel Cooper, the Civil War veteran sold real estate at 700 Case. Charley Corson was a candymaker at the Oregon Bakery. W.L. Crichton was agent for the Dalles-Portland-Astoria Nav. Co. Tom Crofton operated the Umatilla House. Henry Cue and Addison Bennett ran The Dalles Optimist. The Dalles Box & Lumber Co. was operated by C.H. Brown, G.R. Sellinger and Ed. Kurtz, the latter being also the American Express agent and President of The Dalles Business Men's Association. J. T. Rorick and Peter Agidius ran The Dalles Creamery. Ed. Kurtz was also listed as Chief of The Dalles Fire Department and City treasurer, the No. 1 citizen of The Dalles in 1910; President of The Dalles Fruit Co.

The Dalles Soda Works was operated by John Rose. L.E. Dawson was an electrician for the Wasco Warehouse Milling Co. John Fitzgerald was county jailer, George Fitzgerald was a restaurant operator at 115 E 2nd., Wm. Fitzgerald was call boy for the railroad, Elizabeth was a telephone operator for the Seufert & Condon telephone Co. and May was also an operator with Elizabeth. FRENCH & CO. bank Inc. E.H. French, Pres., Paul French, V.P., V.H. French, Sec., J.C. Hostetler, cashier, Smith French, trustee for D.M. French estate with Samantha French(wid. D.M.); Laura French was widow of Joshua W; Frank French was prop. of the New York cash store; the French bank building was at 2nd & Washington. The Great Northern Furniture store was operated by Phil Perlman while Prinz & Nitschke operated the only other furniture store in The Dalles. Hans Hansen ran the Columbia Lumber Co. Herman Hays was a well known negro porter about town for the next 35 years. C.H. Logus was prop. of the Hotel Albert, while the Hotel Dalles was operated by N.K. Clark. T. A. Hudson of the Hudson Land Co. said they had been in business in The Dalles since 1882, would locate customers on government homesteads, bought and sold land script, gave abstracts of title, made real estate investments and listed all types of land for sale, made loans, sold insurance and handled city property. James W. Huntington and Harry E. Greene were insurance brokers at 300 E 2nd. Julius Jensen was a merchant taylor. Frank J. Kargl was a helper in the Eastern Oregon Brewery. George Kasburger drove for Maier & Schanno, John Kasburger was a hostler for the railroad and John J. was a fireman for the railroad. Tom Klint was a driver for The Dalles Creamery. Ollie Krier operated the men's clothing department for A.M. Williams. John Mc Arthur managed the electrical department of the Wasco Warehouse Milling Co. Harold Maier was a driver for Maier & Schanno. John Paddock kept the Ft. Dalles museum, 500 W 15. The 7 Scherrar Bros. lived at 1619 E 9 and all served in World War 1. Dora Sexton was bookkeeper for Lane & Sexton. Wm. Tackman operated a greenhouse at 1515 Elm(E 11). The Velarde Bros. were house movers by horse and wench. Fred, George, Gus, Adolph, Harvey and Wm. Walther were all associated with the Walther-Williams Hardware store at 400 E 2nd. Rex Ward was agent for the Great Southern Railroad. The Frank Watts Marble Works was at 508 E 2nd. The Woolsey family, all painters, lived at 1615 Bridge and the Zigenhagens all lived at 901 Jordan.

POINTS OF INTEREST IN AND ABOUT THE DALLES

FORT ROCK, camping spot of Lewis & Clark 1805, just west of Mill creek on 2nd at Sandstone marker.

METHODIST MISSION GROUNDS(private)established 1838 all of block between 11 & 12, Federal & Washington.

PULPIT ROCK at 12 & Court used by Methodist missionaries to preach to Indians in 1838-1848.

CATHOLIC MISSION GROUNDS, established 1848, County Hospital and Catholic cemetery grounds, used to 1881.

END OF OLD OREGON TRAIL(1843-1906)marker in city park at 6 & Union dedicated by Ezra Meeker 1906.

FEDERAL BUILDING 2nd & Union, erected 1915 of Tenio, Washington sandstone.

WILSON HOME 209 Union, Elizabeth Wilson first lady presidential postmaster served 1870-1882 there.

WITNESS ROCK(submerged)1 & Union ferry landing; starting point for all city surveys.

FIRST COURTHOUSE(private)320 E 3rd(1859-1883); used as first city hall(1883-1910); was at 3rd & Court.

SECOND COURTHOUSE 3rd & Union(1883-1914); cost \$23,000.

THIRD COURTHOUSE 5th & Washington, erected 1914 at cost of \$159,000 and a very beautiful building.

CITY HALL 3rd & Court, erected 1910 at a cost of \$30,000 on site of FIRST COURTHOUSE.

AUDITORIUM 4th & Federal, erected 1922 at a cost of \$100,000; is a veterans memorial building.

WALDRON BUILDING NW corner First & Washington, erected 1854; is oldest building in The Dalles.

GRANT ROCK on 16th just below Radio KODL; never visited by Gen. U.S. Grant.

GRANT PILLAR, 12 & Lincoln; never visited by Gen. U.S. Grant.

SUGAR LOAF ROCK on 12 between Washington & Federal, marks SW corner of first city survey.

WASCOPAM SPRING at 11 & Court; Wasco Indian tribal camping site, now high school football field.

HIGH SCHOOL 10 & Washington; site of Wasco Independent Academy(1881-1889).

HERMIT WOODFORD'S CAVE in cliff just above Catholic cemetery(1905-1917).

CAMP FREEMONT(1843)15 & Dry Hollow Road; Gen. Freemont's campsite of 1843, at spring.

ST. MARY'S ACADEMY established 1863 at 3rd & Lincoln; present building erected 1881.

ST. PETER'S CATHOLIC CHURCH erected 1896; 148 foot spire; 3rd & Lincoln.

TREATY OAK(Nielsen Place)2 miles out Mill creek road; 1855 Indian treaty signed here by Joel Palmer.

FORT DALLES SAWMILL SITE(private)9 & Mill creek, north side of street.

FORT DALLES HISTORICAL BUILDING erected 1859, 18 & Garrison, last of Ft. Dalles buildings.

FORT DALLES PARADE GROUNDS, Col. Wright school grounds 14 & Trevitt; flag pole site same.

PIONEER CEMETERY, Scenic Drive, established 1859. MASONIC CEMETERY $\frac{1}{2}$ Mile east down Dry Hollow.

EASTERN OREGON STATE TUBERCULOSIS HOSPITAL, established 1926 on Scenic Drive.

SOROSIS PARK, just west of T.B. Hospital on Scenic Drive; city owned; excellent view of city.

RADIO K.O.D.L. Scenic Drive; also site of some of the newer and better homes of The Dalles.

PORT OF THE DALLES First & Union, docks & graineries; site of UMATILLA HOUSE(1859-1914)and warfs.

U. S. MINT built 1868 on Third between Monroe & Taylor at a cost of \$100,000(see story).

GENERAL MILLS FLOUR PLANT; built 1912 for Wasco Warehouse Milling Co.

WOOD PRESERVING PLANT, one of largest in west; on east river road next to railroad yards.

SHIPYARDS AND OIL TOWN, highway 30 & River road west; industrial sites.

THE DALLES DAM, 4 miles east of The Dalles on highway 30. President Truman signed bill authorizing funds for Dam Oct. 25, 1951 (\$4,000,000); the contract was let by the Corps of Army engineers to the S.A. Healy Co. of White Plains, N.Y. Col. E.B. Elder is resident engineer. The first work started February 18, 1952 with drilling on the Washington side of the Columbia river. It will have 14 generators of 78,000 KW capacity producing 1,092,000 kilowatts of power (about twice that of Bonneville and $\frac{1}{2}$ that of Coulee) upon completion in 1956.

CELILO FALLS on the Columbia 12 miles east of The Dalles on highway 30; is an ancient Indian fishing grounds which will be submerged by The Dalles dam in 1956.

THE DALLES--CELILO CANAL extends from Big Eddy on the Columbia to Celilo, about 8 miles; built in 1915 at a cost of \$5,000,000 to permit river navigation to Lewiston, Idaho. While it did NOT haul much traffic it saved the people of the Inland Empire millions of dollars in lower freight rates since 1915. It will be submerged by The Dalles Dam.

THE DALLES OF THE COLUMBIA from which the city of The Dalles takes its name is the narrow chutes on the Spearfish (Speedis) Washington side, about 50 yards wide and 1 mile long where the Columbia river "turns on edge". Will be submerged by The Dalles Dam.

SPEARFISH (SPEEDIS), WASHINGTON, site of the ancient Indian village of WISHRAM and historic WISHRAM MOUND, the largest in the Pacific northwest, once an earthen pyramid burial spot for the "mound builders of the west" predecessors of the Indians who recorded their writings in Petroglyph Canyon just east of Spearfish. Will be submerged in 1956.

MARYHILL CASTLE--MUSIUM 16 miles east of The Dalles on Washington highway 830; established as an art museum by Samuel Hill in 1928. Open from April to November. One of the most outstanding and interesting places in the west. (see special story on).

DESCHUTES RIVER 18 miles east of The Dalles on highway 30 where 100,000 emigrants forded across. One of the finest fishing streams in Pacific northwest.

OLD OREGON TRAIL from the Deschutes to Fairbanks, follow the bluff road; Fairbanks west up Company Hollow to Kuykendal hill and down to highway 23; take old road across Bettengen Flat to east 9 street and down Brewery grade and Third street to Union street park. (1843-1906).

OLD BARLOW ROAD follow out Third and east 9th and old Dufur road to Dufur; old road to Kingsley and old road to Tygh and old road to Wamie; to Smock, Rock creek, Gate creek, White river and Mt. Hood Loop road to Government Camp and thence to Sandy (1846-1919).

THE DALLES COUNTRY CLUB established in 1922 with a 9 hole golf course 5 miles west of The Dalles on highway 30, a very beautiful and well kept grounds, and clubhouse.

CRATES POINT, across the road (highway 30) from The Dalles Country Club is the mouth of Chenoweth creek where emigrants made ready their rafts of logs to float their wagons and possessions down the Columbia to the Cascades, (portaging) and down to Milwaukee (1843-1864). They drove their livestock over 7 Mile Mt. to Mosier, Dee, Lost Lake, Bull Run to Sandy.

ROWENA LOOPS VISTA POINT and the SACAJAWEA STATUE--located about $\frac{1}{2}$ mile east of Lyle, Washington and approximately $\frac{2}{3}$ of the way up the Klickitat mountain will be seen the large rock-pattern statue of Sacajawea and her papoose strapped to her back, resting high on the mountain side and waiting for Lewis & Clark to catch up with her. (The brush is partly obliterating the statue).

MEMALOOSE ISLAND 12 miles west of The Dalles on highway 30 is a vista point overlooking Memaloose Island ancient Indian burial grounds. The white marker is the resting place of Victor Trevitt of The Dalles (see special story on).

THE DALLES AIRPORT located at North Dalles, Washington in 1942 on account of air currents making landings and take-offs dangerous on the Oregon side. City owned.

MOUNTAIN PEAKS: Mt. Hood 11,245 a fine lodge and skiing, well developed roads and accommodations. Mt. Adams 12,307, excellent hunting, fishing and huckleberrying; gravel roads. Mt. St. Helens 9671, good road to spirit lake, good fishing. Mt. Ranier 14,408 National Park with hotel and fishing and mountaineering. Mt. Jefferson 10,495 and 3 sisters reached by pack train, excellent fishing. Crater Lake 6177, about 8 miles across, very deep beautiful changeable blue, 20 miles in circumference a profoundly inspiring sight.

BONNEVILLE DAM the first effort of man to harness the Columbia for power and navigation improvement, about 46 miles west of The Dalles on highway 30, a world famous section of highway.

IMPORTANT MID-COLUMBIA EVENTS

1. NAME OF EVENT	PLACE	DATE
1. Mid-Columbia movie entertainment	Dalles	Change weekly.
2. Mid-Columbia shopping center	Dalles	Every Sat.
3. Frank Wink's Livestock sale for the Mid-Columbia area	Dalles	Every Sat.
4. Indian Root Feast	Celilo	April
5. Salmon Run in Columbia	Celilo	April & Sept.
6. Wasco County Pioneers' Meeting First Saturday in May	Dalles	May
7. Maryhill, Wash. Museum open from April to September	Maryhill, Wn.	
8. Rose Festival in Portland interests many Mid-Columbia people	Portland	May
9. Farmers' Union Picnic and parade	Dufur	June
10. The Mt. Adams Story and Pageant	White Salmon	June
11. 4-H and F F A Fat Stock Show	The Dalles	June
12. Old Fort Dalles Legion Frolics and parade	Dalles	Late June
13. Fishing Season April to September		
14. Cherry Harvest at The Dalles and Mosier		June- July
15. School vacation June, July and August; is also Tourist Season dates.		
16. Legion's Mt. Hood Climb at Cloud Capp Inn		4th of July
17. Wheat Harvest in Mid-Columbia area		July & Aug.
18. Sherman County Fair	Moro	Early Aug.
19. Wasco County Fair	Tygh	Late Aug.
20. Klickitat County Fair	Goldendale	Early Sept.
21. Oregon State Fair	Salem	Labor Day
22. Pendelton Round-up	Pendelton	Sept.
23. School starts in September		
24. Hunting season for deer, elk, antelope, birds		Oct. & Nov.
25. Music season for fall and winter starts in October and to April.	Dalles	
26. Football season Sept. to Thanksgiving		
27. Apple Harvest in Hood River Valley starts in October.	Hood River	October
28. Pacific International Livestock Show in Portland in October	Portland	October
29. Thanksgiving. Last Thurs. in Nov.		
30. Christmas.		

DALLAS CITY

From 1855 to 1863 Dallas City had a President rather than a Mayor. W. C. Laughlin was President in 1855; H.B. Issac was President in 1856; Col. N.H. Gates was President in 1857 and 1858; L. W. Coe was President in 1859 and 1860 and R. E. Miller was President in 1861 and 1862. The charter was then amended to provide for a Mayor. Col. James K. Kelley, afterwards U.S. Senator from Oregon served as first Mayor of Dallas City in 1863. In 1864 C.P. Meigs was mayor; in 1865 Col. N.H. Gates; 1867 Orlando Humason; 1868 E.M. Wingate; 1870 Wm. Harman; 1871 N.H. Gates; 1872 J.M. Bird; 1873 R. Grant; 1874-75 G. A. Liebe; 1876 E.P. Fitzgerald; 1877-78 Col. N.H. Gates again; 1879-80 J.B. Condon; 1881-1882-1883 G.A. Liebe again; 1884 O.S. Savage; 1885 R.F. Gibbons; 1886 Col. N.H. Gates; 1887-88 J.S. Storey; 1889-90 Malcolm Moody afterwards Congressman; 1891-92 Robert Mays; 1893 W.C. Rhinehart; 1894 G.V. Bolton; 1895-96 Frank Menefee, attorney; 1897-98 M.T. Nolan; 1899 H.L. Kuck; 1900 E.B. Dufur; 1901 G.J. Parley; 1902-03 F.S. Gunning; 1904-05 Frank Seufert; 1905-1908 J.L. Kelley; 1908-1911 E.M. Wingate; 1911-12 John H. Wood; 1913 Judd S. Fish; 1914-15 Frank French; 1915-16-17 Dr. J.E. Anderson; 1917-18 W.A. Hunter; 1919-1928 Peter J. Stadelman; 1929-30 A.W. Manchester; 1931-34 Dr. Fred F. Thompson; 1935-38 H.E. Willerton; 1939-42 Norval H. Martin; 1943-46 George P. Stadelman; 1948-48 Howard Dent; 1949-50 Fred Mauser; 1951-52 Marshall Nelson. The city manager form of government was adopted in 1949 and the city council selected Lloyd Brady who has served as City Manager since that date.

WATER

The progress edition of the April 1952 Chronicle said 'the gravity water system provides 2,400,000 gallons and that the two city wells provided 5,140,000 gallons a supply to meet whatever expansion might come in the future and with a rate below the average and earnings sufficient to retire all revenue bonds with income from 2908 outlets supplying 9500 people. Water for the municipal swimming pool, city parks and cemeteries are free.'

FINANCES

The same issue of the Chronicle said, "property taxes were \$104,912; state gas tax refund \$43,733; parking meters \$25,948; surplus \$15,452; from franchises \$24,011.53; reimbursements \$14,180; rentals \$11,988; licenses \$10,236; fines \$9,420; miscellaneous \$7396; from library \$6927; state liquor refunds \$5677; insurance recovered \$5640; natatorium \$5479; building permits \$2625; auditorium \$713."

The city spent the following, "streets & sewers \$55,199; fire \$53,688; police \$46,614; general \$27,706; administration \$24,459; engineering \$22,150; library \$12,675; airport \$9151; natatorium \$7192; auditorium \$4186; health \$2782; housing \$1867; other \$2610. The city was also expecting to sell \$50,000 worth of ripe timber from its watershed."

GENERAL FACTS

The altitude of the city hall is 100 feet. The area of the city is 2.47(2 $\frac{1}{2}$)sq. miles. The area of Wasco county is only 2387 sq. miles. The growing season at The Dalles is 195 days. The 1950 population was 7933 and the county population 15,552. There were 4200 telephones and equipment on hand for 400 more. The city has 19 miles of paved streets and increase of 4 miles since 1925 and 18 miles of gravelled streets. The Dalles is 92 miles from Portland and 192 miles from the coast or a pleasant afternoons drive to the seashore over fine highways in your own car. Our two shows seat 1368 patrons. The city has a fine Olympic standard size municipal natatorium.

CITY OFFICIALS

Marshall Nelson, Mayor; Lloyd Brady, City Manager; A.C. Grindle, city clerk; Chas. A. Phipps, city attorney; Homer Wall, city engineer; Sam Van Vactor, city recorder; Virgil Kelley, Farwell Booth, H.F. McKee, Lay Carlisle and Dr. John Skirving, city councilmen; other employees are John Dyball, city housing; Larry Moore, airport manager; Earnest Ferrell, engineer; Shirley Severson and Verna Champie, secretaries. Police Department: Jack Lyons, chief; Keith Palmer, Sergeant and patrolmen Delphia Goss, Grant Cyphers, Bernard Jansse, Robert Brewer, Earnest Brock, Robert Snider, Fred Kaufman, John Bordeaux, Emery Dalton. Thomas Kesterson, dog warden; E.A. Scholer, recreation superintendent, Earl Watson, civic auditorium custodian, Howard Selleck, city parks. Fire Department: Chas. Roth, fire chief; J. Ben Penners, assistant chief; Frank Bonn, capatin; Robert Wilson, George Cameron, Lester Spickerman, Joe Des Rochers, Jim Fulmer, A.L. Comini, Geo. Telfer and Kenneth Kesler. Street Department: W.E. Ginn, foreman; L. Dowell, Roy Moyer, Geo. Reeves, S.F. Dixon, Mel Fulkerson, W.M. Dyer, Eugene McCorkle, Clyde Phillips and J.L. House. Water Department: Ina Milne, cashier; Frank Johnson, superintendent; Albert Spickerman, assistant superintendent; Duane Jones, foreman, Dewey Gosson, filter plant operator, Ed Sandoz, fire patrol, Doris Briles, clerk; Tilford Payne, James Kiser, Dale Specht, Chas. Head, Dale Stump, Carlton Walters, Martin Thompson. Library(see special article on) Mary Francis Gilbert, librarian, Estelle Morgison, assistant librarian, Anne Miller, assistant librarian, Truman Brooks, janitor.

Within 10 years very few of these names will appear on the city record. In none of the city historical records have a complete list of our public servants appeared. We thought it would be a gesture of appreciation to mention their names in this record. The History of Central Oregon records the names of our councilmen down to 1905 but since the record from 1905 to 1952 is not available, none of the names were placed herein lest those omitted would feel hurt and this applies to other city employees for the same reasons. The above record is complete as of June 15, 1952 according to the record of A.C. Grindle, city clerk.

ORGANIZATIONS OF THE DALLES AT A GLANCE

- 1838 Methodist Mission established at The Dalles by Daniel Lee & H.K.W. Perkins.
 1848 Catholic Mission established by Father Rosseau at Wasco County hospital grounds.
 1858 Odd Fellows lodge established Nov. 1.
 1858 Methodist church established by H.K. Hines.
 1857 Wasco Lodge No. 15 A.F. & A.M. established March 28 with R.R. Thompson, W.M.
 1859 The Dalles Fire Department founded.
 1859 Congregationalist church organized with Rev. W.A. Tenny the first pastor.

 1864 Royal Arch Masons organized.
 1872 First Baptist church founded Sept. 3 by Rev. O.D. Taylor.
 1883 Ladies Aid Society of Congregationalist church founded.
 1878 St. Paul's Guild founded Jan. 1.
 1879 Good Intent Society of Methodist church founded.

 1881 Knights of Pythias, Friendship Lodge No. 9 established Sept. 24.
 1880 Ancient order of United Workman founded(predecessor to the A.F. of L)
 1881 The Women's Christian Temperance Union was founded. They threw the saloons out in 1915.
 1883 The Dalles Chamber of Commerce was organized.
 1885 St. Vincent Charitable Catholic Society formed.
 1884 The Grand Army of the Republic, J.W. Nesmith Post of Civil War Veterans founded.
 1889 Women's Relief Corps of the G.A.R. founded.
 1888 Presbyterian church of The Dalles formed.

 1890 Woodmen of the World, Mt. Hood Camp No. 59 formed.
 1892 Ladies' Aid Society of the Christian church formed.
 1894 Degree of Honor was established April 7.
 1894 The Willing Workers of the Baptist church were started.
 1895 Cedar Circle, Women of Woodcraft were organized.
 1895 Eastern Star, Columbia Chapter No. 33 was formed February 7.
 1895 Knights of Maccabees were organized May 27.
 1895 Elks Lodge No. 303 organized at Cascade Locks.

 1896 March Elks Lodge of Cascade Locks was moved to The Dalles.
 1896 The United Artisans was organized February 20.
 1897 The brick Catholic church was built at 4th and Lincoln.
 1898 Rebecca Lodge of the I.O.O.F was founded.
 1898 The Luthern church of The Dalles was organized April 17.
 1898 Co. G, O.N.G., 2nd Oregon Volunteers was mustered in for the Spanish-American war.

 1901 The Calvary Baptist church was organized January 27.
 1902 The Fort Dalles Historical Society was formed.
 1910 Fraternal Order of Eagles lodge secretary was R.J. Gorman, manager Central Ore. Stage Line.
 1919 The Dalles Post No. 19, American Legion was chartered. Dr. T. Coberth was first commander.

 1920 The Business & Professional Womens' Club was organized Oct. 13 with Dora Sexton, Pres.
 1920 The Mill Creek and Chenoweth Creek Granges were established.
 1922 The Kiawanis and Country Clubs were formed; the P.T.A. movement started and Pioneers formed.
 1925 Cherry Park Grange was established.
 1926 The Lion's Club and T.B. Association were formed.
 1927 The Rainbow Girls appeared.

 1932 The Veterans of Foreign Wars were organized.
 1937 The Scout movement was established although some Scouting work was done in 1915.

 1944 The Fruit & Produce League was formed.
 1945 The 20-30 Club and Shrine Club was formed.
 1946 The Toastmasters and Bar Association were formed.
 1947 The Fort Dalles Riders were "officially mounted".

THE CHAMBER OF COMMERCE

The Dalles directory of 1883 says the first steps were taken for the organization of the Board of Trade Jan. 22, 1883 with Col. T. S. Lang as President and F. Pierce Mays the secretary. A committee composed of Robert Mays, C.N. Thornbury, S.L. Brooks, H.M. Beall and J.W. French were appointed to draw up and constitution and by-laws for adoption at the Jan. 31 meeting when the organization was effected with L.L. McArthur, president; George Leibe, vice-president; E.B. McFarland 2nd vice-pres., Col. T.S. Lang, secretary and John S. Schenk, treasurer. Business men of The Dalles were appealed to for enrollment in the club. Their first program looked forward to the building of highways or better roads for freight and passenger hauling; the construction of a bridge across the Columbia river at The Dalles and additional appropriations for construction of the canal at Cascade Locks.

The Dalles directory of 1898 called the organization The Dalles Commercial Club and H.M. Beal, cashier of the First National Bank was secretary. In the directory of 1905 it was still referred to as the Commercial Club and Henry Meier was president and L.E. Crowe, secretary. The directory of 1909 listed A.E. Lake as president and J.M. Patterson the secretary with offices at 207 Washington. The 1910 directory listed the organization as The Dalles Business Mens' Association and Ed. Kurtz was the president while Judd Fish was secretary at the 207 Washington street address. Shortly thereafter it was moved (about 1914) to a glass front building on railroad property opposite the hotel Dalles.

During World War 1 days (1917-18) the organization's name was changed to The Dalles Chamber of Commerce while Thomas B. Phillips was secretary.

WALLACE S. NELSON

Wallace S. Nelson became the Executive Secretary of The Dalles Chamber of Commerce in 1921 and it has been under his leadership that we have seen the developement of the power and navigation program of the Columbia river unfold before our eyes into reality from his visions of 20 years ago! There are many chamber of commerce organizations of the Pacific northwest that would like to have Mr. Nelson as their leader at more than double the pittance he receives here for his public efforts. But the heart of Mr. Nelson is in The Dalles. It is here that he can point with pride to Bonneville dam, to the distribution towers that comb our hills, to McNary, The Dalles and other dams in the making; to the Port of The Dalles grain and dock facilities; to our expanding orchard program; to the electrification of our farms and cheap power for The Dalles; a bridge across the Columbia.

Yes Mr. Nelson stands at the top of the list of the most outstanding men in the 100 years of Wasco County history! He stands beside Marcus Whitman who brought the first emigrants to The Dalles in 1843! He stands beside Samuel K. Barlow who founded the road over the Cascades in 1846! He is rightfully as great as Col. Wright who made the country safe from Indians in 1856. The benefits Mr. Nelson has brought to the people of the Mid-Columbia and Inland Empire made us all owe a deep debt of gratitude to him. These benefits will be with us as long as we are a nation. The "white coal" he has brought to Oregon and Washington has tremendous beneficial possibilities for the farmer, home owner, business man and industrialist.

Of course Mr. Nelson did not do the task all alone. He had lots of help and we want to point out that down through the years his ever faithful office secretary Elfrede Zutz merits a place beside the outstanding women of Wasco County for her devotion of help to the community, to the Chamber and to Mr. Nelson. It was Freda who met the tourist with a smile and told him where fishing was best or what to see. It was Freda who wrote up the reports of the 20 Chamber committees of 350 members, helped arrange meetings, luncheons and make a never-ending series of phone calls on hundreds of subjects including research work. Letters by the hundreds has come from her typewriter and copies by the thousands from her printing press made into books, briefs and reports. Yes, her heart, like that of Mr. Nelson and many many other Dalles people is right in the old home town and she is devoting the best years of her life to the betterment of the community.

In 1956 when the President of the U.S. comes to The Dalles to dedicate The Dalles Dam upon its completion we sincerely hope Mr. Nelson will be there to give the introduction and receive from the President an award of merit for his crowning achievement, the completion of The Dalles Dam and bridge across the Columbia and the deep sea-boat channel from Vancouver to The Dalles!

There is a 21 man Board of Directors who meet with Mr. Nelson every week. He has lots of help and he needs lots of help for he has a big job to direct.

The AMERICAN LEGION FROLICS

Another of our outstanding organizations which has been active in the community for over 30 years is The Dalles Post of the American Legion. Their annual activity which they are best remembered for is the sponsoring of the Old Fort Dalles Frolics, a 3 day celebration now held on the 4th of July holiday week-end. It was established in 1924 as a fun festival period, turning the clock back to Old Fort Dalles days and re-enacting the life of the community as it existed in those gold rush days.

The first general chairman of the Frolics was Lewis Gunning, partner with his father Frank Gunning in a service station and blacksmith business at 501 E 2nd. He was assisted by C.W. Daigh, county agent, the whole Legion Post and most of the community. The Post decided that one of the best methods of Frolics publicity would be the raising of "whiskers of Old Fort Dalles period" and the Unknown soldier of old Fort Dalles was chosen as a model for tonsorial growths. It was supposed that in Old Fort Dalles days the soldiers wore whiskers as a sort of a "smoke screen" to hide behind, as they were always in the public limelight and agaze. Prizes were offered for the best "gardens" grown by both the Legion members and townsmen, including those for goatees, side burns, mustashes or just plain brush. In those early days, before other Oregon towns got to wearing them too, tourists often thought the local fun makers were just a bunch of "hill billies" down from the upper creek regions to get fitted with a "par of boots" out here where the west begins at the "end of the Old Oregon Trail".

The attendance the first few years was at least 5000 people and the whole town joined in the fun. The Frolics committee elected their own "city officials" for the 3 day period and those "elected" Legion officials "enforced the law" and violators were "caged up in public" to let their whiskers grow or fined for lack of support of the Frolics. A big parade always marked the opening date of the Frolics, in which old-time vehicles that served The Dalles in the horse and buggy days were once again gotten out, greased, dusted off and harness fitted to horses which brought them down the streets or otherwise made to operate as in the case of old cars or tall bicycles. Costumes of the days of '49 were rented and shipped from Seattle so that everyone from preachers, gamblers, trappers, musicians, cowmen, stage drivers to the ladies with the wide hoop skirts and side saddles was there. Children who had forgot the horse even existed, witnessed everything from a single buggy horse to spans up to 8 hitched to 2 wagons stacked high with wool or sacked wheat that was once an important freight wagon cargo. The chimes of the lead bells was music to the ears of pioneers. The covered wagon of 1843 with its oxen or horse teams was there again bringing our fore-parents to Oregon. The fire equipment with prancing steeds was ready for the sound of the alarm. The old Wells Fargo stage coach and its span of 4 again took off for Salt Lake City. I.N. Wiley drove his cab in the parade with Lincoln and Douglas seated therein on their debate tour of Wisconsin in 1859 same as he drove them that year during their great slavery debates and other burning questions of the day. He made his last drive in 1927. The old hearse was there ready to haul the corpse away to the Pioneer cemetery. A horse-drawn mail cart showed how service was rendered to the farmers in 1905. The pack horse train showed how supplies was taken to the mines before we had wagon roads. George Vogel and the boys at the U.P. roundhouse made a duplication of the 1884 steam train drawn by Virgil Rawson's "locomotive", with Lisle Minion the "engineer behind the throttle" and the "cars" loaded with kiddies. Frank Gibson duplicated the Hudson Bay Co. flatboats several seasons for the parade. The Umatilla House and hotel Dalles busses met the trains and boats as of yore. Ed Millers team generally handled the Umatilla House bus. Floyd Daniels furnished the 4 and 6 horse teams for the stage coach which he drove. Si and Roy Evans furnished around 20 head or horses for other vehicles. Truman Brooks generally brought in 4 to 8 head from his 3 mile place. Harold Sexton who was generally the General parade chairman sometimes let someone else act in that capacity while he drove his 2 horses in tandem to one of the buggies. The French buggy was there. The Moody surrey and the George Cooper surrey was in the parade every year. August Buchler's brewery wagon again made deliveries of beer kegs for guzzlers to smack their lips over in memory to a departed industry (1868-1915). The above Wells Fargo stage was later on The Dalles to Prineville run, and Jess M. Gray one of the original drivers on The Dalles to Shaniko division of that run and also known as The Dalles to Canyon City run (1899-1910) drove that stage at different times on both the parade and its former regular runs. He now (1952) lives in Mosier. He is the last of the old stage coach drivers still living and drove for a time (1910-1914) on The Dalles to Wapinitia run and freighted from Shaniko to Central Oregon with an 8-horse "jerk line" team and 2 wagons.

One year (about 1932) we were able to bring in the DeMoss family stage coach from DeMoss Springs in Sherman county for the parade and got George DeMoss to dress up like he did in the '80's when the De Moss family used it on their musical tours, and just like he drove it on those tours with 4 matched greys in the harness and lead bells demanding the right-of-way as they pranced down 2nd street. This was George DeMoss's "last ride" and he must have known that it would be for he handled the famous old Concord coach in about the most proud manner that any gentleman ever drove any vehicle in any parade! He may have studied music in the Royal Academy of London and played before all the crowned heads of Europe and theatre goers of America, but on that last ride down 2nd street in his old home town, there was more fire in his eyes, more joy in his face and more life in his body for his advanced age than he could have ever displayed in any of those world-wide concerts. That was his last public performance before the people he really loved so deeply in his old home town he loved so dearly. He and the coach alike were a beautiful sight in the fall sunset; the coach being filled with lovely ladies dressed in their old-time costumes. They were applauded the full length of the street. The scene will never be

duplicated. George is gone. The DeMoss coach was sold to Sacramento collectors for a song while the people of The Dalles who have millions to spend on other items of less importance lost a priceless historical relic.

Horses were easier to get in those days for parade purposes than they are now so more of that type of vehicle could be featured. The Legion never did provide a descent place with any protection from the weather for the vehicles so many of them have fallen into ruin by general neglect. During the PWA days the city took charge of them and re-conditioned them as a PWA project and for a few years they looked good but lack of a protective storage place has since brought them the same condition as the old PWA days found them. If the storage problem is not solved it won't be long until these vehicles will all be only a memory.

Many of the old automobiles were reserected from the junk heaps of Wasco and Sherman counties by Bert Agsten, W.H. McNeal, Harold Sexton, Lisle Minion, Linn Creighton and others. About all that was necessary was to ask for them in the name of the Legion, for parade purposes, and they were graciously given. Lisle Minion and Linn Creighton were "head mechanics" for the old smokers. Linn would gather up all the surplus car batteries in town for the old electric car. Malcolm Moody's Knox could always be depended upon to tow the boiling smokers in in case they "choked up" and died of pheumonia. Many of these old cars are now housed in local garages by their owners free and are therefore kept in much better condition than the wagons.

Dalles McCartney's 1860 Whisker band was the oldest "musical" organization in each parade. "Pop" Endicott's band was there every year and George Vogel's City Band was on hand. The High school Booster Girl's Drum Corps and the Legion Drum Corps led by Eugene Elton furnished parade music.

After the parade the opening show was at 7 P.M. at the auditorium which was managed by George Sherar, Rex Miles and others different years, and supported by a large home town cast of local talent. It is and always was suprising where so much musical and dancing talent of The Dalles stayed between annual Frolic events. It was easy to arrange an hour and a half show of local talent well worth seeing. The Friday night style show featured the fall clothing available at local stores and the models of local talent did their part well. Following the shows the crowds could play roulette, faro, cards, dice or other games of chance same as when the town was "wide open" in the 1860's. The "bar" was operated the the ladies of the Legion auxiliary who were dressed like a "lady called Lou". Bar lunches were served all evening. Pokes of Dust were the negotiable currency and Rod Cooper generally acted as cashier and head banker with several "counting assistants" and Poka salesmen.

Rex Miles handled the editing and publishing of the Fort Dalles Times, the official publication of the Fort Dalles Frolics which carried stories of Old Fort Dalles and early Dalles history, pictures of early Dalles history and citizens. It contained the 3 day program and was circulated in 5 counties with from 3000 to 5000 copies published and mailed out or delivered to Dalles homes. The advertisements paid for the publication and made a little money for the Post. The dance in the auditorium ball room was another Frolic money maker. Several local bands played different years. It was in charge of Lisle Minion.

It was always felt that what the Frolics lacked was an afternoon show. In 1911, when the Pendelton Round-up was founded in The Dalles, that was an exclusive afternoon show, without an evening counter-part. The Frolics was an evening show without an afternoon counter-part., and that proved the very good reason for the developement of the Wasco County Recreational grounds, west of the city, so that an afternoon horse or other type of show could be held out there. For a number of years Wasco County Court budgeted \$2000 for the leveling of the grounds and other necessary improvements. Since that time a joint Dalles City--Wasco County--School District 12 Recreational Commission was formed. The county, city and school district each budgeted \$2000 a year which was turned over to this commission. The members of this commission were not interested in the county Recreational grounds so they have spent the joint budget on other recreational grounds within the city and too small for the larger horse and other types of shows. The result is the community still does NOT have a place for a large out-of-door afternoon shew. Fenses, grandstands, stables and exhibit buildings need to be constructed for an afternoon show on these county grounds. But with high speed cars and public race tracks leading to other cities and locations which will provide shows, people go elsewhere for enertainment and a place to spend their money on recreational events that could be held here. With a new commercial highway being built from here to Portland, upon its completion it will be just a little more than an hour for the "Cannon Ball Baker" divers to make it to Portland where they can spend the rest of the eveing at the dog races, shows, or plush-seat beer parlors and return home by daylight; so there is not much need for a place for local events anymore.

The Frolics is like the Old Gray Mare, "she's not what she use to be." There is less need for it. There is less enthusiasm for it. The interest of the young folks and old alike lies in other channels. The interest in historical matters concerning the community has been supplanted by the radio, movies, athletic events. Peole now can tell you all about certain movie stars or athletes but they don't even know their next door neighbor! If we are not sold on our own community, its people and historical events we certainly can't sell our community to other people. When we realize there is no place or people on earth as good as those in The Dalles, then other people will look to us for leadership and follow us.

The GRANGE

The Grange was established in 1867, 85 years ago. At that time they adopted the following DECLARATION OF INDEPENDENCE for the farmer:

To develop higher manhood and womanhood among ourselves; to improve our homes; to learn to cooperate with one another; to seek means of reducing our farm expenses; discontinuance of the credit and mortgage system of finance; dispense with the middleman; development of cheap electric power for the farm; maintaining cheap water transportation; opposition to monopolies and cartels; opposition to high salaries and excessive profits and high interest rates; better education for young America; better roads and equal rights for women.

ACCOMPLISHMENTS:

1. 8000 Granges and nearly a million members with 30,000 in Oregon.
2. Establishment of rural schools, urban high schools and agricultural colleges.
3. Restriction on foreign labor and low standards of living.
4. Establishment of the Australian secret ballot system for public elections; direct primary laws; voting directly for senators; initiative and referendum and recall laws in Oregon.
5. Formation of cooperatives and marketing associations to keep prices down.
6. The lowering of interest rates from 10% and more in 1867 to 2 $\frac{1}{2}$ % in 1952.
7. Securing rural post offices and rural free delivery of mail to 25,000,000 farmers.
8. Keeping our rivers open for cheap transportation.
9. The establishment of the INTERSTATE COMMERCE COMMISSION to regulate railroads and their rates.
10. Enactment of the Federal Road Act of 1916 which has provided the highway system of America and the improved roads to the farms back off the highways.
11. Enactment of laws controlling our natural resources such as oil, forests, electric power.
12. Equal rights for women was endorsed in 1874. The Woman's Suffrage Law amendment to our national constitution was made in 1820, after a fight of 45 years!
13. The establishment of the Department of Agriculture, a 13 year fight from 1876 to 1889.
14. The establishment of Land Grant subsidized agricultural colleges, the graduates from which have transformed America into a land of enchantment compared to foreign countries. They have brought improved clothing, improved fruits, improved cereals, improved foods of all types and flowers too.
15. The establishment of the weather bureau which gives us daily and even hourly reports.
16. Establishment of the County Agent law in 1911 for trained men to help local farmers.
17. Establishment of the Federal Farm Loan Act of 1916 a 27 year fight against our bankers.

-IN WASCO COUNTY THE ACCOMPLISHMENTS ARE:

1. Bringing mail to 90% of the farms of Wasco county, daily.
2. surfacing 75% of the main travelled roads of the county on which 90% of the farms are located.
3. Establishment of rural schools and school bus transportation to better schools.
4. Establishment of the county agent office here in 1918 to help farmers.
5. Keeping alive the county fair and the interest of the children in this project.
6. Establishment of the forest service and fire protective measures and patrols.
7. The battle against local private power trust to bring cheap electricity to the farms.
8. The distribution of cheap electricity by the PUD and REA after the local private power company refused to extend their lines to the farms of Wasco county.
9. Establishment of local cooperatives to market farm products and keep costs down.
10. Bringing irrigation to many of our farms.
11. Cheap Grange insurance for dwellings, cars, farms, health, accident and ordinary life.
12. Use of grange halls as community gathering spots, for meetings, voting, dances etc.
13. Building of the Port docks to keep transportation costs down.
14. Building of the Columbia river dams for the same reason.
15. Building of the highway system in the county for better farm transportation service.
16. Sponsoring of agricultural and other types of meetings which benefit farmers.
17. Working with other organizations for a better community.

The Barlow Gate Grange at Mamie and the Ramsay Park Grange at Dufur are the oldest in the county. The Mill Creek and Chenoweth granges of The Dalles area were organized in 1920 while Cherry Park was established in 1925. Granges are not new to this area.

There are many organizations which justify their existence on only one or two objectives without any accomplishments at all. Others exist for only local accomplishments. We dare say that no organization in America has a record equal to the Grange for accomplishments. It is a family organization and all farmers should hold a membership. There is some ritualistic work for those who enjoy that type of lodge work, but in the main its general betterment of farm life that keeps the Grange the No. 1 organization of rural America.

THE OLD WASCO COUNTY PIONEERS' ASSOCIATION by Amy J. Clausen, Secretary(1952)

The old Wasco County Pioneers' Association, which has a membership of 1040, was organized May 2, 1922. The introductory minutes of that meeting are as follows:

"Due to the efforts of Mrs. Benton Mays, President of the Old Fort Dalles Historical Society and Lulu D. Crandall, early Dalles Historian, a roll call was held at the municipal auditorium in The Dalles May 2, 1922 for all persons who ever lived in Wasco county between the dates of 1854 to and including the year of 1882, for the purpose of organizing an Old Wasco County Pioneers' Association. It was stated that these dates were selected as pioneer days of Wasco County for the reason that on the 11 of January 1854, Wasco County was organized, which included all territory of Oregon between the Cascades and the Rocky mountains. The date of the completion of the railroad between Portland and The Dalles(1882)has been chosen as the close of the pioneer period. It was stated that the 2nd day of May was a very appropriate date for the pioneers to observe, as on that date the settlers met at Champoege, Oregon and voted, under the leadership of Joe Meek, 52 in favor and 50 against, to organize a civil government under the protection of the flag of the U.S."

The present rule of eligibility is, "any person who was a resident of the area then called Wasco county and which now comprises the counties of Wheeler, Crook, Deschutes, Hood River, Sherman, Gilliam, Jefferson and Wasco; or who was a resident of the present Wasco county at least 50 years or more ago."

It has been found more convenient for the members from distant places to attend on a week end, so the first Saturday of May is now the date of the annual meeting. It begins at 10 A.M. at The Dalles auditorium with registration, renewing old acquaintances and viewing the very large collection of Pioneer pictures. The Association owns all the tables, chairs, linen, dishes, etc. necessary to serve 600 to 700 members who attend the famous basket noon dinner, where over 300 pounds of Royal Chinook Columbia river salmon, cooked to perfection, is served with ice cream and coffee by the Association. A business meeting and program is held during the afternoon. The evening hour of 9 marks the Grand march to the Old Wasco County Pioneer Associations' annual ball, where pioneers find that "Do see do" and "Alaman left" have the same thrill of 50 years ago!

The Association has erected markers and plaques at the mouth of the Deschutes, where the pioneers crossed that stream; at the site of the first Catholic mission at The Dalles; at a pioneer grave near Fairbanks; and at Biggs where the Old Oregon Trail first reaches the Columbia.

Mrs. Benton Mays acted as Chairman of the first meeting in 1922.

Fred W. Wilson was president for 1923 and 1924.

Mrs. Benton Mays was president in 1925.

Viola McFarlane Price served in 1926; George W. Johnson in 1927; James L. Kelley in 1928; Fredrick C. Clausen in 1929; Albert S. Roberts in 1930; Cyrus C. Cooper in 1931; Lucy Wilson Peters in 1932; Martin Z. Donnell in 1933; J. Park Bolton in 1934; George Obarr in 1935; Levi Christman in 1936; Joseph T. Peters in 1937; Leo Schanno in 1938; Ralph Moody in 1939; Capt. A.J. Price in 1940; Joseph H. Steers in 1941; Rufus McCorkle in 1942; Bertha Steers Taylor 1943; no meeting in 1944; Roy Powell in 1945; John A. Silvertooth in 1946; D.V. Bolton 1947; Ray F. Kelley 1948; Edward Ward 1949; H.E. Willerton 1950; Francis Sexton 1951 and Edna Rooper Bolton 1952. Robert L. Murray was elected for 1953.

George C. Blakeley, Lee Bolton and Edward C. Pease have served as honorary presidents since 1943.

OREGON PIONEERS RE-UNION OF 1904 in PORTLAND

Those in attendance from Wasco county were:

Mrs. Mellisson Klinger of Dufur, pioneer of 1844; S.L. Brooks of The Dalles pioneer 1850; Elizabeth Lord of The Dalles, 1850; Horace and Mrs. E. J. Rice of Rice, pioneers of 1851; J. J. Woolery and Mrs. M. Moody, pioneers of 1852; Mrs. E. Southwell pioneer of 1853; Mrs. S. H. Moffet and Lulu D. Crandall pioneers of 1854; Wentworth Lord and Mary Cremen pioneers of 1858.

If the applicant for membership in these Historical and Pioneer Associations were required to fill out a biography page listing time and place of birth; parents names including given and maiden name of mother; place or places where he lived and went to school; year married and to whom; names of any children; public, military, organizational or other services and address; the secretary would have a very fine biographical history which could be filed for reference in a loose leaf book. Each of our pioneer families have an interesting history to be proud of. Why not urge its preservation? And who is better qualified as keeper of that record than these Associations?

THE DALLES COUNTRY CLUB

Another of the outstanding organizations of The Dalles is the Country Club who own an 80 acre golf course of 9 holes worth \$60,000 at Crates Point, 7 miles west of The Dalles on highway 30. It was organized in 1922. Mr. and Mrs. Fred Houghton donated \$6000 toward construction of the \$10,000 clubhouse. Other members matched that sum in donations which went to buy the land. Dues and initiation fees together with a loan of \$4000 from George C. Blakeley made up the balance needed.

By 1925 the wind had blew most all the vegetation off the property, except the well rooted trees, so a well to water the greens was the next problem. The driller went down to 250 feet before a noticeable supply was struck, but it wasn't enough. More money was raised and the driller brought in a 440 gallon per minute well at 350 feet. By the time the well, pump and underground irrigation system were completed \$15,000 was the bill. Notes from members brought in \$6000 and George Blakeley, Fred Houghton and Judge A.S. Bennett made a loan of another \$4000 upping their mortgage to \$8000. The greens were laid out by George Junor during the depression of the early 30's.

Then the Columbia Gorge Mining company got permission from the Club's Board to probe for quick silver and silver one but gave up the venture in 1934 after spending \$40,000. In the meantime the above notes were finally paid off and the Club now owns one of the best greens in the state.

Family membership initiation is \$75 and the dues \$7.80 a month.

Among golf title winners have been Dick Twiss, Dick Maier, Ron Clark, Bill Spivey. Among the celebrities who have played here are Byron Nelson, king of them all; Ben Hogan, Patty Berg and Mrs. Opal Hill. These celebrities say, "the lie of the fairways is the best of any in the U.S."

---Progress Edition of The Dalles Chronicle, 1952.

 THE BOOSTER GIRLS

The Dalles Booster Girls' Club originated Oct. 2, 1924 for the purpose of creating interest in The Dalles high school activities has grown until today it is rated as one of the best all-girl drum and bugle corps in the Pacific northwest. The original group were a pep squad for half-time entertainment at football games. The drum corps came into existence in 1927 under the direction of C.H.(Pop)Endicott, band director at the school. There were 40 girls in that first group and the Lions Club furnished the instruments and uniforms of crimson and grey, - crimson skirts, grey sweaters, crimson hats and grey stockings.

The Booster Girls attended the 1928 American Legion convention, taking along 6 boys as buglers. In 1929 bugles were added eliminating the necessity for male band buglers. Bill Bennett became the leader in 1937 and 38 and he assisted them in improving both their marching ability and playing.

In the fall of 1938 Homer Curtiss became their leader to remain with them for the next 10 years until William Seivers, high school music instructor took charge and is now their leader. In 1940 the girls lost their equipment in the high school fire but business men soon raised the money for replacement of the equipment. Their uniforms have changed to white slacks, red blouses and trench helmets in 1938. In 1939 they adopted the crimson overseas cap and blouse with white skirts.

They have appeared in the Portland Rose Festival parade 8 times and 3 times have been awarded first place in their division. Many outside requests for their services are recieved and must be denied for lack of transportation and expense money. Each year new groups of junior girls arrive to take the place of seniors lost in graduation. The 30 new juniors generally have to start drills two weeks before the start of school to be ready for the first games.

---Dalles Chronicle, Sept. 29, 1948.

On page 44 there is a long list of organizations of The Dalles, but all of them are NOT included on that page because they did NOT furnish any date of establishment to the Chamber of Commerce upon request of that body for this publication. Those listed herein in more detail are the more active organizations of our community, but these are not ALL of the active organizations we have. There are others such as the Lions, Kiwanis, but there is no known record available of their activities..

THE MOST OUTSTANDING CITIZENS IN THE 100 YEARS OF DALLES & WASCO COUNTY HISTORY

While we believe that the first 5 citizens, listed below, merit their positions in the order named; the names in the rest of the list would require months of study by a committee to place them in the order they might merit. We do NOT consider this to be a complete list of all of our outstanding citizens. This list contains merely the names that has come to the attention of the writer in his study of Wasco County history. The basis of judgement has been, "what the citizen did to benefit all the people of The Dalles or Wasco county at the time he lived or afterwards," and NOT how popular, wealthy or influencial he might have been.

1. SACAJAWEA; the Bird Woman of the Mandans who guided Lewis & Clark from the Dakotas to Astoria and return. She recieved no pay and is the most outstanding Indian maiden we have any historical record of in American history, far more noted than Pocahontas.
2. DR. MARCUS WHITMAN; he guided the first emigrant train from St. Joseph, Mo. to The Dalles, Ore. in 1843 thereby saving the Oregon country for the U.S. after the Canadians thought they had it sewed up for England. He was massacred at Walla Walla by Indians in 1847.
3. WALLACE S. NELSON; for 30 years manager of The Dalles Chamber of Commerce(1922-1952), under whose leadership we have recieved Columbia river power developement which has brought cheap electricity for our homes, farms and industries.
4. SAMUEL K. BARLOW; Barlow toll road builder of 1846 from The Dalles via Tygh, Wamie, Mt. Hood, Sandy to Oregon City, for use of emigrants and public(1846-1866). From 1843 to 1846 emigrants had to float down the Columbia on rafts and drive cattle over the mountains.
5. CAPT. ORLANDO HUMASON; Father of Wasco County who introduced the legislation creating the county, held a number of the first offices in the county and city government; organized The Dalles company of mounted volunteers in the Yakima Indian War of 1856.
6. CAPT. NATHAN OLNEY; first permanent resident, citizen and merchant of The Dalles; friend of both the Indians and emigrants; held a number of the first public offices in The Dalles and county; organized a co. of mounted volunteers in the Cayuse Indian war of 1848.
7. COL. GEORGE WRIGHT; in charge of Old Fort Dalles during Yakima Indian War of 1856, won that last Indian uprising by killing the Indian's horses leaving them dismounted and unable to fight and helping to place them on reservations for care and education.
8. MADAM DORION; helped the W.P. Hunt expedition and exploration party blaze the Old Oregon Trail in 1811; guided that party to the Columbia much the same as Sacajawea. All the early exploration parties followed that trail to The Dalles as well as emigrants.
9. JOSEPH HENRY SHERAR; of Sherars Bridge; road builder(1862-1908)providing a wagon bridge at Sherars Bridge thereby opening the first road from The Dalles to Canyon City(1862) when those 2 cities were the largest in the northwest. His bridge also cut 100 miles off the Old Oregon Trail for the emigrant between Cottonwood canyon and Oregon City!
10. HENRY H. WHEELER; operator of The Dalles to Canyon City stage line(1864-1868)provided a means of quicker passenger and mail and express communication between the northwest's 2 largest cities in defiance of renegade Indians and bad roads.
11. HOWARD MAUPIN; of Antelope stage station on Henry Wheeler's stage line(1864-1868)together with James N. Clark, driver on the Antelope-Mitchell section of Wheeler's stage line, in 1867 shot and killed the renegade Indian Chief Paulina, near Ashwood, for steal-stage horses and settlers livestock; making Central Oregon safer for settlement.
12. DR. THOMAS CONDON(1852-1878)pioneer geologist and minister of The Dalles who recognized many of our first geology facts, leaving us a geological history and later heading the Department of Geology at the University of Oregon.
13. EDWARD CRATE; 2nd permanent resident of Wasco county; friend of Indians; Canadian voyaager; pilot for emigrants and friend of white Americans when they had few friends in Oregon; citizen of The Dalles from 1849 to 1897--52 years!
14. CAPT. J.C. AINSWORTH(1862-1882)head of the Oregon Steam Navagation Co. which brought river transportation from Astoria to Lewiston, Idaho when that service was needed.
15. HENRY VALLARD; (1882-88)builder of the Oregon Railroad and Navagation Co. which brought the railroad from Portland through The Dalles to eastern Oregon and Washington with a connection via Spokane to Chicago.
16. SAMUEL J. LANCASTER(1915-1925)engineer in charge of the building of the Columbia River highway from Portland to The Dalles, a feat engineers thought impossible with the equipment at hand in 1915.
17. SAMUEL HILL(1913-1916); promoter whose leadership formed the highway department and raised the money for the building of the Columbia river highway from Portland to The Dalles; and the founder and builder of Maryhill castle-museum at Maryhill, Washington.
18. BENJAMIN A. GIFFORD pioneer Dalles photographer(1892-1908)preserved Dalles and mid-Columbia history in picture form, many of which are world famous.
19. COL. N. B. SINNOTT and MAJOR DANIEL HANDLEY; proprietors of the Umatilla House(1860-1891), best known hotel on the pacific coast for hospitality. They staked hundreds of miners and travelers, -no man ever was turned down who needed food, lodging or medical care while they ran the hotel.(See story on pages 24 and 25).
20. COL. N. H. GATES and JAMES K. KELLEY, (1858-1898)pioneer fathers of Dalles City government; Mr. Kelley being the first Mayor and Mr. Gates Mayor several different times.

21. D.M. & J.W. FRENCH, pioneer bankers of The Dalles(1860-1890)who back The Dalles and its pioneer Business men when credit was hard to get and friends of The Dalles were few.
22. RALPH GIFFORD, Internationally known photographer.
23. GOV. ZENITH MOODY(1860-1890)developed a market for the wool sheepmen of Wasco County were raising and financially backed many sheepmen without requiring signed notes!
24. CONGRESSMAN MALCOLM MOODY(1898-1904)son Gov. Z.F. Moody sponcered the legislation which resulted in the building of The Dalles-Celilo canal which kept freight rates down saving millions of dollars for people of eastern Oregon and Washington.
25. EMIL . SCHANNO and DR. G.E. SANDERS, horticulturlists of the 1890's, who, at personal financial sacrifice to themselves, developed our cherry orchards which re-sulted in the 10,000 ton--\$2,000,000 cherry industry here.
26. WENTWORTH LORD established the Wasco Warehouse Milling company which encouraged the raising of wheat and its marketing in the 1890's and 1900's in The Dalles.
27. ELIZABETH(Mrs. Wentworth)LORD; author of REMINISCENCES OF EASTERN OREGON, an early history of The Dalles and some of its people; 300 copies of which were published by Irwin Hodson in Portland in 1903 most of which she and her daughter Mrs. Fred Houghton have given away free to friends. The Dalles library has a copy to loan.
28. LULU D. CRANDALL(1854-1931)Dalles and Wasco county historian whose clippings of articles on our history made up 105 volumes in The Dalles library and is the acknowledged basis for much of this history. She had said, "I hope in time to write a history of the settlement and developement of Wasco County." We hope this history measures up to the plans shehad in mind, but never fulfilled.
29. JONAS MOSIER, the first contractor of The Dalles(1853); founder of the city of Mosier making that area safe for settlement and free from Indian molestation.
30. T. HUSTEN JOHNSON, Dufur merchant, banker and stockman of 1905 who pioneered in the establishment of the Great Southern railroad which brought transportation to farmers of the 15 mile creek basin before they had roads to haul produce over.
31. JOHN HEIMRICK, builder of the Great Southern railroad which provided the transportation to the rich section of Wasco County mentioned in the paragraph above.
32. FRANK SEUFERT, came to The Dalles in 1882 and developed the fishing business so both the Indians and white fishermen would have a market for their catches.
33. CHIEF JOSEPH, outstanding Indian military leader who opposed opression by the white man.
34. FREDRICK HOMER BALCH, author of the Bride of the Gods, the greatest and best known Indian legend story the west has ever produced(1861-1891). Mr. Balch died before his book was published. It was a "best seller" with 27 editions!.
35. PETER SKENE OGDEN and his wife PRINCESS JULIA; early Wasco County traders and trappers; Oregon ambassador to Washington, D.C. bringing recognition to Oregon and helped to form it a state(1849). Princess Julia was an outstanding wife to a fine man.
36. FATHER T. MESPLIE helped keep peace among the Indians here during the Cayuse and Yakima Indian wars when Old Fort Dalles was the BASE OF SUPPLIES for those campaigns.
37. H.K.W. PERKINS, missionary at the Methodist Mission here(1843-1847)helped the sick and starving emigrants who arrived destitute in The Dalles 2000 miles from friends and their loved ones in the east.
38. JUDGE FRED W. WILSON, historian of The Dalles and the Columbia river transportation. His assistance in the preparation of this history is acknowledge with appreciation.
39. PROF. WILLIAM BERGFELD(1884-1921)outstanding orchestra leader and music teacher of The Dalles who sacraficed fame and fortune for love of The Dalles and Mid-Columbia recreational advantages.
- 40 to 44 HENRY, GEORGE, LIZZIE AND MINNIE DE MOSS; internationally known musicians who played before all the crowned heads of Europe and main theatres of America between 1872 and 1927, but no matter where they were their hearts were in The Dalles and Sherman county home at DeMoss Springs.
45. GEORGE VAUSE, (1915-1952)composer and pianist of Los Angeles; student of Prof. Bergfeld. His compositions are being enjoyed in the music world all over the U.S.
46. GRIFFITH WILLIAMS, orchestra leader of San Francisco and now of Chicago; student of Prof. Wm. Bergfeld. His music is broadcast nightly from Chicago for all to enjoy, over NBC.
48. ROBERT L. MURRAY, athletic coach in The Dalles(1906-1950)for school and city. His students are all fine citizens learning their lessons well from the Dean of Coaches.
49. PETER J. STADELMAN, State Senator and Secretary of State for Oregon; has, unknown to most citizens of The Dalles, given a university education to more than a dozen young men and women of The Dalles.
50. FRANK WINK, Dalles auctioneer(1937-1952)has provided a place for the sale of the farmers' livestock for The Dalles and 5 surrounding counties. All buyers have an equal chance and sellers can withdraw livestock if sales are not satisfactory. His auction yards are used free for the annual Fat Stock show and sale.
- 51 to 54. ROY JOHNSON, HOWARD ROBINSON, W.R. BAILEY & CHAS. HARTH, the 4-Horsemen of Public Power.
- 55 to 63. Alf Wernmark, Chas. Foster, Chas. Hampton, Wm. Seufert, Eric Johnson, L.V. Broughton, Jess Ott, Geo. Newhouse and Cecil Byers, with the 4-Horsemen have brought cheap electricity to the homes and farms of 5 Mid-Columbia counties!
64. CAPT. A. LEPALUOTO's barge service saves people millions of dollars in freight costs.

SACAJAWEA, the BIRDWOMAN

The following account of Sacajawea, guide for the Lewis & Clark party, was published in the 1905 edition of the Souvenir of Western Women, and loaned for this record from the library of Mrs. Fred Houghton of The Dalles:

Interwoven with the history of the American Indians there is a thread of romance. None of the Indian chieftains, leaders or heroes commands a more intense interest or admiration than that of Sacajawea, the Birdwoman of the Mandans. This little daughter of the wilderness was taken captive by the Mandans of the upper Missouri river and became the slave wife of French voyager, Charboneau, at the age of 15. Lewis & Clark spent the first winter of their expedition in the Mandan country where Charboneau and his slave-wife lived and they engaged Charboneau as interpreter. They thought his wife would be of service when they reached the territory of her people.

In February 1805 this girl-wife, 16, gave birth to a son and would have died but for the care bestowed by Lewis & Clark. Throughout the long journey, burdened with her baby strapped to her back, she labored with the men. She proved her presence of mind when their canoe became swamped and part of the cargo floated away upon the stream when with great courage she saved not only herself and baby but grasped right and left securing the most valuable packages of the cargo.

While in the heart of the Rockies late that summer the expedition became lost and talk of abandonment was made when the Birdwoman recognized the valley they had entered as the one from which she had been taken captive years before. Later some squaws were brought into camp by the explorers and one young girl recognized Sacajawea and rushed toward her. She had been taken captive with Sacajawea, but had made her escape and returned to her people. The two embraced tenderly in the Shoshone camp. The Shoshone women acting as guides and intercessors, brought the warriors to Lewis & Clark. At the council which followed, Sacajawea began to interpret the speech of the chief, and lo, to her joy she found it was her own brother's words she was translating. She had made further progress for the expedition possible. The Shoshones furnished horses and guides and passed the party on to the Flat-heads and they in turn to the friendly Nez Percés.

In the councils Sacajawea was always the interpreter and her presence with the party assured the Indians it was not a war party. She stayed with the expedition to camp Clatsop at Astoria. On the return trip the party sometimes followed new paths and became lost but Sacajawea always delivered them to safety for she had been through the country as a child and remembered it like a bird and was called the "bird-woman" for her directional ability as dependable as a compass. When the party had returned to the Mandan country Charboneau decided to continue to live among these people and Sacajawea remained with him. He received \$500 for their services. In 1811 Breckenridge reported meeting the old Frenchman who crossed the continent with Lewis & Clark and Sacajawea who seemed fond of white people.

A bronze statue of Sacajawea, made from copper from an Oregon mine, was designed by Miss Alice Cooper of Denver, Colorado will stand in the Portland, Oregon public park for generations as a monument to her love, devotion and self-sacrifice.

Sacajawea had been taken captive from the Shoshone tribe at the early age of 10 and had lived 6 years as a slave in the Mandan country when Lewis & Clark came through there. The above mentioned baby's name was Baptiste and he was educated in the schools of St. Louis, Mo. by Capt. Clark (later General Clark) who was very much attached to Sacajawea during the expedition and showed his deep appreciation for what she did for them by educating her son.

Baptiste Charboneau made visits to his mother Sacajawea on the Shoshone Indian reservation in Wyoming, where she died April 9, 1884 peaceably in her sleep at age 88. Baptiste Charboneau was well and widely known by the Wyeth expedition; by Joe Meek of Oregon; by Jim Bridger the "Daniel Boone of the Rocky Mountains"; by the Freemont exploration party and Kit Carson. Sacajawea's accomplishments make her far more famous than Pocahontas or any other known North American Indian maiden and her inestimable contribution to Oregon history by her accomplishments should not be forgotten by the lover of western history. (---Grace Raymond Hebard, 1933, best known American authority on the life of Sacajawea.)

The NATURAL STONE STATUE OF SACAJAWEA

High on the cliffs of Klickitat mountain-side, about $\frac{1}{2}$ mile east of Lyle, Wash. sets Sacajawea and her baby Baptiste Charboneau strapped to her back, outlined in natural rock, showing tresses, short dress, blanket and profile of mother and child. The setting evening sun brings out the bold relief. It is best viewed from Rowena Loops observation point and at Rowena.

SACAJAWEA POEM

In yonder city, glory-crowned,
Where art will vie with art to keep
The memories of those heroes green
The flush of conscious pride should leap

To see her fair memorial stand
Among the honored names that be
Her face toward the sunset, still
Her finger lifted toward the seal
-Huffman.

DR. MARCUS WHITMAN

Dr. Marcus Whitman the No.2 outstanding citizen in our 100 years of history(1802-1847)was best known by most historians as the first missionary at Walla Walla(1836)having come west with Capt. Nathaniel Wyatt in his second expedition, abandoning their wagons at Fort Hall or converting them into 2-wheel carts for the trip on to Walla Walla. But we of The Dalles and Wasco County remember him for his super-human trip east in the dead of winter(Oct. 1842 to Feb. 1843)to save Oregon for the U.S. and to guide the first emigrant train over the Old Oregon Trail to The Dalles in 1843.

The more detailed account of this trip is listed on page 3(under The Dalles). For more reading about Dr. Whitman and details of this trip ask your Wasco County Library, the Oregon State Library or the Marcus Whitman university library at Walla Walla; and when in the Walla Walla country be sure to visit the Marcus Whitman memorial, its the least you can do in appreciation for what he has did for you and I.

WALLACE S. NELSON

Wallace S. Nelson who is listed on page 45(under The Dalles Chamber of Commerce)was born at La Grande, Oregon in 1888 the son of Nels and Christina Nelson; went to school at La Grande and Weston and went to work for the Union Pacific railroad at La Grande as a call boy in 1905 rising to the position of agent which he held in The Dalles during World War 1. He was with Libby cannery for a short period and has been with The Dalles Chamber of Commerce as Secretary-Manager since 1922. It was under his leadership that the Inland Waterways Association was formed which group is composed of Chambers of Commerce represenatives from all over the Inland Empire and cristalizes and directs the combined efforts into one channel for Columbia river developement. He has held offices in this organization and assisted in its policy and program besides directing the affairs of the local Chamber of Commerce. His services had been bid for at a much greater salary than the pittance he recieves here, but his heart is in The Dalles which he loves and like other great men who have lived here "would rather die a begger than move from the friends and place he loves so well." Indeed he is known and loved by his follow townsmen as not only its No. 1 citizen but also very close to, if not at, the top of the list of all the citizens that have ever lived in Wasco County in its 100 years of History! He cannot be repalced at any price but human physical endurance will compel his retirement, but it will be in a glory of fine deeds done for his fellow man,- a job well done, good and faithful servant.

He married Clara Watrus in 1910 and their only son Marshall Nelson is Mayor of Dalles City.

SAMUEL K. BARLOW

Samuel K. Barlow the pioneer roadbuilder and proprietor of the Barlow Toll Road from Wamic to Sandy, Oregon was born in Kentucky and came west in the Joel Palmer emigrant train of 1845. The Dalles at that time, as the monument in Union Street Park says, was the END OF THE OLD OREGON TRAIL. There being nothing but Indians and the handful of whites at the Methodist Mission here the inducement was to go on to the Willamette Valley where American settlers had established little villages and a provensial government and had boat communication with the outside world a few times a year at least, and where provisions could be exchanged or purchased, children could go to school and they could attend church.

To get on down the Columbia river meant building of logs rafts at The Dalles. As Elizabeth Laughlin explained, "these logs were felled from the pines which grew about the city and creek valleys and hauled by emigrant wagons to the mouth of Chenowith creek were they were made into rafts on which a few(about 6)wagons could be loaded and floated down to the cascades, unloaded, portaged around, loaded back on the rafts and floated down to the banks of the Willamette where they were again unloaded. Their oxen and other cattle had to be driven down Indian trails in the gorge or via of Lost Lake and Bull Run and to the wagons which were driven to Oregon City or other valley points." That took a lot of time, a lot of very hard work and was an extremely dangerous trip for "landlubbers" who knew nothing about water and boats or rafts. Many rafts and their human cargoes were lost. To build a wagon road down the Columbia river gorge was impossible. Wagons by the hundreds were abandoned at The Dalles and only personal belongings taken down the river by Indian canoes or Hudson Bay Co. bateaux or flat boats which would hold up to 5 or 6 ton and could "shoot the rapids" at the Cascades or be lowered much easier than rafts.

When the Palmer-Barlow train reached The Dalles in 1845 those were the transportation problems and there were hundreds of emigrants in "tent city" here waiting for transportation or making their own transportation rafts at this bottleneck. But Palmer and Barlow were men of practical vision. Instead of setting around and "waiting for George to help them" they struck out to find a pass over the mountains under the theory that "God never made a mountain range without making a pass to get through it. Their saddle-horse scouts probed Chenowith creek, Mill creek, 3 Mile, upper 15 mile, the Friend country and finally the Wamic country which proved "passable up to Mt. Hood via White River, except for the trees." If trees were all that was stopping them that meant just a matter of time sawing them down or going around them. But the further up into the mountains they went the thicker and closer together the trees grew slowing their progress until the fall snows finally had them licked. They packed their provisions and children on the cattle and horses and

pushed on through the snows to Oregon City, over Indian trails, intending to return for their wagons the next spring. At Oregon City both Mr. Palmer and Mr. Barlow appeared before the Oregon Provisial legislature and argued as only "silver tongued orators can" for permission to cut and maintain a toll road which emigrants might use to come over the mountains to Oregon City. Samuel K. Barlow and Phillip Foster were granted the charter for the toll road.

They returned in the spring of 1848 with 50 men and hewed out a pass for wagons over the Cascade mountains from Wamie to Sandy and operated it as a toll road from 1848 until 1909 when it was taken over by the state. The first tolls were \$5. a wagon, cheap enough in comparison to the work and dangers of rafting down the Columbia. Loose stock was 10c a head. By 1860 the tolls were reduced to \$2.50 per wagon. No one was ever denied passage and many articles of value were accepted in lieu of money. Widow women were never charged. The east toll gate was near Smock. Barlows toll collectors were therefore the "first residents of the Wamie area." Samuel K. Barlow died at Canemanah, on the Willamette in 1867 and is buried at Barlow, Oregon. The establishment of this road by Samuel K. Barlow, for the benefit of emigrants to Oregon, places him among the first 5 of the outstanding citizens in the 100 years of Wasco county history.

CAPT. ORLANDO HUMASON, FATHER OF WASCO COUNTY, by Lulu D. Crandall, Chronicle 1914.

In 1853 there came to the military post of The Dalles a young man by the name of Orlando Humason. He was a native of Vienna, Ohio where he was born in 1828, was a graduate of Vienna academy and the Western Reserve College at Warren where he studied law and practiced with Todd & Hutchins. He headed for the Gold Fields of California in 1849 with John A. Simms as a partner. After the gold fields played out they came north by saddle pony to Champoege where he took a Donation land claim. Later they moved to Oregon City where he became Clackamas county legislative representative and worked on the Statesman with Victor Trevitt. He moved to The Dalles and worked for the Hudson Bay Co. store here in 1853 being the second business man at "The Dalles Landing". In 1854 he opened up a store with John A. Simms as a partner at the northeast corner of First and Union, where the Umatilla House later stood for so many years. The settlement at "the landing" here grew and prospered under the protective arm of the military authorities at Fort Dalles. The emigrants found stores at this point to replace their depleted stocks at and many of them looked about for land to locate on and build their homes east of the Cascades.

Since 1850 the military authorities had been all the law that this part of the country knew. The commanding officer Major Granville O. Haller (1854) was much opposed to a civil government here for 2 reasons, "the country was too big and he claimed there were only 35 white people east of the Cascades." He may have been a little jealous of civil authority. (There were closer to 350 than 35).

At the legislative session of 1853-54 Orlando Humason, a representative from Clackamas county, but a resident of The Dalles Landing and a merchant of this place and lawyer, realized that the little town must have protection by laws of the peoples' own making. Oregon City, the county seat, was too far away to be practicable, so there was only one thing to do, create a new county and plat a town of their own for mutual protection. Being a lawyer he most probably drew up the bill which created the county and recommend the men to administer its affairs. The new county would extend from the summit of the Cascades to the summit of the Rockies and from the Columbia river to the California boundary, an area of 130,000 square miles embracing Butte, Mont, Yellowstone Park and South Pass on the Old Oregon Trail. It remained that size until Washington Territory was created Feb. 14, 1859 and was at the time considered the largest county in the U.S.

After the organization of Wasco county Orlando Humason was instrumental in starting the municipal government of Dalles City, drafting the first papers for that purpose in Sept. 1855. He served on the first Board of Trustees, which action makes him "Father of Dalles City" also.

He was Captain of Dalles Company B, 80 Dalles volunteers who were mounted Oct. 1855 and served to May 1856 in the Yakima Indian war. They captured Pen Pen Mox Mox, Cayuse Indian Chief near Walla Walla. They served under Col. J. W. Nesmith to May 19, 1856. Some of the other prominent Dalles men serving with Company B. were Nathan Olney, Indian agent who saved the company from annihilation; Victor Trevitt, the Beau Bremmel of The Dalles at that time; Cornelius McFarland; Amos Underwood who shot and killed more redskins than any other single member of the expedition and Daniel W. Butler whose biography appears under Tygh Valley.

Builds River Boat at Dufur

In 1857 he went out to his father-in-law's sawmill (Jonathan Jackson) at Dufur, with R.R. Thompson, and built a 270 foot boat with an 11 1/2 foot beam, which would carry 80 ton of freight, and towed it along on rollers and planks up and across the Deschutes river breaks, with 8 head of oxen! It took 3 weeks to make the trip and get it down to the mouth of the Deschutes river at DESCHUTESVILLE, where they landed it and christened it the MOUNTAINEER, and operated it with sales and poles, steering it with oars, between Deschutesville and Wallula. It paid for itself the first trip and was the first commercial boat on the upper Columbia. They hired Indians as crewmen.

Orlando Humason and R.R. Thompson organized The Dalles to Deschutesville Portage Freight and Passenger Co. which they operated from 1857 to 1863, over the Old Oregon Trail via Fairbanks. After gold was discovered this freight and passenger portage road handled a constant stream of mammoth freight wagons, the largest ever seen in Oregon. They charged \$15 a ton for freight between The Dalles and Deschutesville and there was never a time during that 6 years that they were able to move all the freight received. Passenger stages were operated by them leaving the Umatilla House at 5 A.M. to make boat connections at Deschutesville at 7 A.M. Freight wagons operated from daylight to dark.

They maintained a half-way station known as Company Hollow (see under Fairbanks) where oxen, mules and horses were changed; wagons repaired, stock shod, mule skimmers fed and bunked, - a regular little town about the size of Boyd!

Boats Built at Deschutesville

They built boats at Deschutesville, first the scow or sail type then the steamer Colonel Wright. In 1862 they merged with the powerful Oregon Steam Navigation Co. who built The Dalles to Celilo railroad and all activities were transferred to Celilo until the coming of the railroad in 1882. (The descendants of R.R. Thompson today own the Multnomah hotel block in Portland.)

Orlando Humason drafted the bill for the establishment of the U.S. Mint in The Dalles which Senator J.W. Nesmith got congress to adopt. (See story on Mint). He drew up the bill for the building of Cascade Locks canal which gave us an open river to Astoria upon its completion in 1896. His last act was the represent Dalles City in its action against the Methodist Mission Society of N.Y. for possession of 113 acres of their abandoned property here. He died in Sept. 1875 at age 47, before this suit, which was appealed to the U.S. Supreme Court, was decided in favor of the city.

He married (1857) Phoebe Jackson, daughter of Jonathan Jackson sawmill owner of Dufur. He was a member of the legislature in 1854, 1862 and 1866. He was county Judge in 1858 and supervised the building of the first courthouse at 3rd & Court, where the city hall now stands. The Dalles was known as WASCOPAM then to the post office and boat companies. The Humason home was at 710 Court where Mrs. F.L. Houghton now lives. The Humason children were Ivan of Portland and Clara Waldo, after whom Waldo Hall at Corvallis is named.

CAPT. NATHAN OLNEY

Nathan Olney came from an Iowa family of 8 brothers and 3 sisters to Oregon in the Joel Palmer and Samuel K. Barlow train of 1845 settling in the Willamette valley. In 1847 he returned to The Dalles to become the first permanent resident and operated the first store here in a log hut, on the bank of Mill creek at First and Union. When Dr. Marcus Whitman was massacred at Walla Walla in Nov. of that year he hurried down the river to organize a company of mounted volunteers, which he was captain of in the Cayuse Indian War of 1848, fought mostly in the Walla Walla area under Col. Gilliam. The Dalles was known to the troops as Fort Drum and Camp Drum at that time. The abandoned Methodist Mission buildings were used by the troops as a fort. The rails of the fence around the Mission property were taken up and placed close together, on end, around the buildings thus fortifying them with a high stockade fence.

In 1848 he continued to operate his little store here with his Indian wife Annette, trading with both the Indians and whites. The news of the California gold rush of 1849, reached Oregon by sailing vessels which had put into Portland to buy miners supplies; and the fever was too great to resist so he and his brother Biron went to California, leaving the store with his Indian wife. They made some money. Byron stayed there as a gambler but Nathan returned to his wife and store here. That fall (1849) the troops of Col. W.W. Loring, under the direction of Gen. B.E.L. Bonneville (after whom the Bonneville Dam is named), reached The Dalles worn out and ragged from Fort Levensworth, Kan., with orders to establish a military post here. In the spring of 1850 Maj. S.S. Tucker proclaimed the Fort Dalles Military reservation to be 10 square miles, and he made Nathan Olney move his log store "out of town;" so Olney built another log store on Olney (Chenoweth) creek, about where highway 30 crosses and continued to trade with Indians, soldiers and emigrants from that location.

Elizabeth Lord, in her REMINISCENCE says, "My father W.C. Laughlin and my mother Mary (Yeargin) Laughlin came by ox-team to The Dalles in 1850. Nathan Olney had a store on Olney creek and father erected a log house, with the help of mother, near Olney's store, in which we lived that winter. Our cabin didn't even have a floor except for the good old earth. We were so poor that winter that mother made shirts out of canvass from wagon covers. Salt was sold by Nathan Olney for 12 $\frac{1}{2}$ ¢ a pound."

In 1850 J.W. Covington said, "The Dalles Landing was a desolate looking place of 100 abandoned wagons, starved cattle roaming about the flats and hillsides. There was only one cabin in The Dalles at that time, located on the bank of Mill creek and used by Nathan Olney who came here in 1848, as a combination store and dwelling." In 1852 Nathan Olney sold out to Dr. C.W. Shaug and established a ferry at the mouth of the Deschutes to help the 18,000 emigrants of that year across the river. The next year he raised stock at Fairbanks and traded with the Indians and emigrants. He sold his place at Fairbanks to J.M. Bird and bought at the mouth of 5 Mile (Ketchum place) where he raised stock.

When the county was organized in 1854 he was the first Justice of the Peace. In 1855 he was a deputy sheriff. During the Yakima Indian War of 1856 he was Indian agent with Capt. Orlando Humason's Dalles company and guide and interpreter and saved the company from annihilation on its march from Wallula to Walla Walla. In 1864 he was City Marshall of The Dalles. He helped organize the Republican party here. He left his Indian wife Annette, to marry a white woman but the match was very short lived. He returned to Annette, a very beautiful Indian maiden, and legally married her. He met death in 1867 by infection from an Indian arrow while on a campaign against the coast Indians and was buried at Fort Simcoe, Wash. He played both the accordion and violin. He had sons George, Frank and William all of whom lived on the Yakima Indian reservation with their mother following Nathan Olney's death. He had brothers Orville and Ben who came out to Oregon with him and became distinguished men. A brother Richard was Secretary of State under President Grover Cleveland. Judge Cyrus Olney, another brother, was a member of the Oregon Supreme Court.

Nathan Olney's grandson Ben Olney (son of George Olney) was in attendance at the May 1952 Pioneers' meeting and demonstrated how Nathan Olney played his violin and type of music played.

COL. GEORGE WRIGHT

Col. Wright was born in Vermont and was a West Point graduate of 1822. He was a veteran of the Florida and Mexican wars in addition to the Yakima Indian campaign of 1856 when he was in charge of Old Fort Dalles. At that time all the expeditions into eastern Oregon and Washington were outfitted at Old Fort Dalles which was at the head of river navigation. They had to be portaged around the rapids at the Cascades so a blockhouse and defense supplies were kept there to defend that key location. This was the situation on March 26, 1856 when Col. George Wright's troops of the 9 U.S. Infantry was called to defend the Cascades during the massacre.

The Indians fled from Col. Sheridan and Col. Wright's troops as soon as they reached the Cascades. But that was merely a starter of trouble for all the Indians from Seattle to The Dalles took up arms and went on the warpath in defense of their homes and property. Col. Wright's military tactics was destruction of all Indian ponies that they could find, thus dismounting the Indians and preventing their rapid escape in case they chose to fight, - which they did NOT do. He also prevented them from fishing and hunting or otherwise obtaining food from their usual places, thus starving them into submission to where they would talk with Indian agents and consent to residence on reservations where they could have their own homes (Tepees), horses, "hunt and fish in their usual and accustomed places;" receive aid of food and clothing and medical attention, and education or could farm or raise stock. He fought a successful campaign with the minimum loss of life on both sides, a great credit to his military ability and making him one of the most outstanding men in our 100 years of history.

After the Yakima Indian campaign he rebuilt Old Fort Dalles, replacing the old log buildings with modern sawed lumber from the military sawmill at 9 & Mill creek and some from another mill at the first bridge up Mill creek in 1857 and 1858. It required 2 years to rebuild the old Fort and seasoned lumber was used. Col. Wright's headquarters cost \$90,000. The stone was quarried out of the sandstone bluff east of the present location of the T.B. Hospital and Pioneer Cemetery on Scenic Drive or Sunset Hill. Louis Scholl was architect. The lesser buildings cost from \$5000 to \$22,000 each. Some of the buildings remained standing 50 years and the old Surgeons quarters, for years used as a historical museum, is crowding the 100 year mark. It has been estimated that the total cost for all the old Fort buildings amounted to \$500,000.

In 1861 Col. Wright was promoted to brigadier general and placed in command of the Pacific department at San Francisco where he remained until 1865 at which time the Oregon department was established with headquarters at Fort Vancouver. Returning to Vancouver on the steamer Brother Jonathan, the vessel struck a reef off Crescent City in a storm and sank within minutes with a loss of 200 lives including that of Col. (Gen.) George Wright and his wife July 9, 1865. Their bodies were found 150 miles south of the wreck and buried with military honors in the state house square at Sacramento, Calif. The Times-Mountaineer said, "None knew him but to love him; none named him but to praise him. The lives of the general and his wife were beautiful examples of unvarying devotion; and in death they were not divided." The Col. Wright School was dedicated in his honor and named for him at ceremonies in 1925. The parade grounds of Old Fort Dalles and the school playgrounds are identical.

MADAM MARIE DORION

Another Indian maiden, Madam Marie Dorion, is among our outstanding citizens. She was the wife of Pierre Dorion. She was interpreter and guide, with her husband, for the William Price Hunt expedition of 1811, which blazed the original Old Oregon Trail from St. Louis, Missouri to Astoria, Oregon, which was followed by so many other explorers, hunters, traders, trappers, emigrants and gold seekers. Like Sacajawea of the Lewis & Clark party, "her unerring bird instinct, dependable as a compass, guided the expedition, which was otherwise many times LOST, to its intended destination."

In 1812 she was returning with her husband and a party of 11 hunters all of whom were wiped out by Indians. Alone in the world with 2 babies, in a hostile Indian country in the foothills of the Blue mountains this heroic mother kept them alive through the long winter of snow and cold, on the skins and meat and limited amount of food she had and could get hold of. Early the next spring she crossed the Blue mountains in the snow to the Astor camp near Wallula. She is credited with being buried in the St. Louis Catholic church yard at Gervais, Oregon.

JOSEPH HENRY SHERAR

A complete biography of the life of Joseph Henry Sherar appears under Sherars Bridge, Oregon.

HENRY H. WHEELER

The Biography of Henry H. Wheeler appears under The Dalles to Canyon City Stage Line.

HOWARD MAUPIN

The Biography of Howard Maupin appears under the story on Antelope, Oregon.

DR. THOMAS CONDON, Ph.D.

Dr. Thomas Condon was professor of geology, University of Oregon, 2nd minister of The Dalles Congregationalist church; a resident of The Dalles from 1852 to 1873 at 515 E 3rd and one of the most outstanding men in the 100 years of Wasco County history.

Dr. Thomas Condon was born in Ireland(1828)and came to New York as a boy 11 where he lived near Central Park. He studied rabbits, birds and flowers and "collected rocks" for study. His first fossil rock contained a little sea-creature, and that was really fascinating for it taught him that sometimes a flower, a little animal or fish became buried in just the right kind of soil or sand to permanently preserve it in what they called a "fossilized condition" by chemical action becoming hard as stone. He kept a sharp lookout for that kind of rocks, and got so he could recognize them and made a hobby of collecting them.

One of his first jobs was helping farmers gather, raise and sell their flowers in the New York markets. His next job was an office boy for a New York physician and he worked around the doctor's home where he had much taught to him of an evening. By the time he was 19 he was able to teach school himself. He also went to college where he studied both geology and for the ministry. At college he was able to broaden his knowledge of rocks and fossils. When he graduated in 1852 he married and was sent to The Dalles on missionary church work, making the trip around the Horn by boat. He became the 2nd pastor of the local Congregationalist church and was one of the earliest pioneer residents of The Dalles. His home was at 515 East Third.

The trip from New York to The Dalles in 1852 was a "big adventure" in the lives of the young couple and they made the most of it,- a glorious 12,000 mile honeymoon that perhaps no other young married couple of Oregon has ever taken on their honeymoon.

Dr. Condon made trips into Central Oregon with army supply trains from Old Fort Dalles to Old Fort Harney, near Burns, and other military posts in the 1850's and 1860's. They generally went and returned via old Camp Watson, a military camp, on the John Day river near which he found his first fossils at Turtle Cove. After the Indian troubles quieted down he made further explorations into the vast John Day river valley along the old Dalles to Canyon City road. He always came back with rich rewards of teeth, bones or other important parts of animals that lived ages ago. He cultivated the friendly acquaintance with army teamsters, with pack train and freight wagon operators who were taking supplies to Canyon City and generally returning to The Dalles practically empty and they would gladly haul sacks full of bones or other fossils back to The Dalles for him, free. Phil Sharp, the father of Edward Sharp of 404 E 4(formerly Wasco County surveyor)said his father was one of the teamsters between The Dalles and Canyon City and that his father has hauled "wagon loads of bones and fossils back to The Dalles for Dr. Condon never charging him a cent."

His classification books were all too few and there were no libraries or universities in those days from which books could be borrowed. Occasionally other geologists would make the boat trip to The Dalles and those visits were the high points in the life of Dr. Condon. Among his visitors were Clarence King of the U.S. geological survey; Dr. Newberry, specialist of leaves from Columbia university; Dr. Geo. Blake(1867); Mr. Hogue(1870). Dr. Condon shipped specimens to Dr. Leidy of the Philadelphia Academy of Science; to Prof. Marsh of Yale. Dr. Diller, of the U.S. geologic survey, accepted Dr. Condon's theory of inland seas and lakes(See special story TWO ISLANDS)applicable to this region, in his official reports to the government. Some of the fossils sent to the above scientists were like finding "missing links" in their pre-historic puzzle pictures, or adding new chapters to their stories. Most of the scientists gave Dr. Condon full credit for his discoveries altho some did not even mention his name in their reports and kept his rarest specimens too.

Dr. Condon was one of the few Christian ministers who recognized his Creator in the rocks and fossils. He held religious ceremonies right out in the fossil beds where he would tell his audiences amazing stories of pre-historic world history. He generally worked alone altho his daughter Ellen Condon(McCornack)enjoyed being with him on many of his trips and later was with him at the University of Oregon and helped with his papers and books on geological subjects. Part of this biography is of her composition. Very few Christians of Dr. Condon's day were open minded enough to be able to accept many of his theories on geology and evolution and that was the reason he gave up the ministry and went into the teaching field where young people, with open minds for greater learning, could see the truth of his teachings and would follow his theories. His university students and fellow professors became deeply devoted to him and his work.

In 1873 he joined the staff of the Pacific university at Forest Grove where he remained until 1876 when he was asked to take the Presidency of the newly formed University of Oregon. He felt that others were better qualified to handle the organizational and political business necessary for the university to get properly started; but he did accept the chair as professor of geology and natural history being one of the first members of the faculty chosen by the Board of Higher Education. No instructor was better loved than he and few, if any, have stayed with the university longer. He was 82 when his health forced him to give up! His little blackboard is still at the university and the last words he wrote on it are still there! They have never been erased!

After he retired from the university his friends hunted fossils for him. He always had time for children and the university students. He answered all their questions to the best of his ability. He was credited with producing some of Oregon's best geology students. He had a world reputation as one of the foremost geologists of his age. Business men came to him with their questions about coal, water, oil, copper, asbestos, marble or other mineral problems. He counsilled cautiously with them. His book TWO ISLANDS is reviewed elsewhere herein. He died in 1906 at 84.

EDWARD CRATE

The following story on Edward Crate was given to the Chronicle June 1921 by his son John Crate.

Edward Crate served with the Hudson Bay Co. in various ways, but mostly as a post rider, carrying messages (mail) from Vancouver to The Dalles, Wallula, Okanagan and British Columbia points. These trips to and from Vancouver were made in a bateau or flat bottomed boat, with 5 rowers on each side and large enough to carry several passengers and 3 to 8 tons of freight. Mrs. Crate, with their children, accompanied him on many of his post to post trips. In 1847 a trip was taken to Fort Walla Walla (Wallula), when the outbreak of the Cayuse Indian war led to the massacre of Dr. Whitman. They were camped near the fort when a band of Indians descended upon them. It was the custom of Indians to leave their horses standing in a regular line. Mrs. Crate evaded the Indians, with her 3 small children (Edw., Nancy and Jane) by crawling under the bellies of that long line of horses to gain access to the fort.

The massacre which took place at the mission, 25 miles distant, resulted in the death of Dr. Marcus Whitman and 12 others. The Indians had planned on killing Henry Spaulding, near Pendleton, where he was teaching the Umatilla Indians, but he escaped with his wife, and under the protection of the Hudson Bay Co., they joined the Whitman survivors and were brought in boats to Vancouver by Edward Crate. The Indians were a constant menace as they made their trip down the river. Many times they appeared on the banks and shot their arrows at the occupants of the boats, causing them to have to lie in the bottom of the boat much of the time.

Edward Crate accompanied a band of volunteers, who went to Walla Walla to punish the Indians. While in the mountains 65 men including himself were surrounded by Indians for 2 days and nights. The Indians used bows and arrows. The volunteers used muskets and one small cannon which shot small pieces of iron. The superiority of their weapons saved them. After 48 hours the Indians retreated.

In 1849 Edward Crate severed connections with the Hudson Bay Co. and came to The Dalles to take up a Donation Land Claim at Crates Point about 7 miles west of The Dalles. Each man and his wife were given 320 acres. He had the choice of ALL THE LAND HERE and was the second permanent white settler. On account of the natural landing he chose the land on the south bank of the Columbia at the mouth of Chenoweth creek. A log house was built on the land (1849) - burned in 1849. Edward Crate was born in Canada in 1821 coming to Fort Vancouver in 1836. He filed on his Donation Land Claim in 1851 because of the small boat moorage at Crates Point and because of the abundance of fresh-water mussels and fish available, and important food item in those pioneer days. He married Sophia Boucher (1844) and they had 14 children. John Crate, who supplied this biography, was born at Oregon City (1850) in Dr. McLaughlin's flour mill on an island in the Willamette river coming to The Dalles to live three weeks thereafter and had been a resident of The Dalles for 71 years (1921) which was longer than any other resident of Wasco county at that time.

John Crates earliest recollection was the excitement caused when George Snipes killed an Indian at Rowena in 1854 (see story under Rowena). The Klickitat Indians had stolen some of the Warm Springs Indian papooses here causing friction between the tribes. The Klickitats would cross the river at night and make raids on Indian and settlers property and when they challenged Snipes he returned the fire killing one of them and wounding at least one other before they retreated in the darkness with their losses, never bothering him anymore. A family by the name of Oliver who had taken up a home on the Washington side of the river had their home burned by Indians after they abandoned it for the safety of the settlement at The Dalles. The Warm Springs Indians were always friendly toward the whites.

Nathan Olney operated a store on Chenoweth creek, then called Olney creek, a short distance below where the present highway crosses. He sold supplies to the emigrants and early settlers in 1847 to 1852 when he left that vicinity.

My father bought oxen from the emigrants but the winter of 1851-2 was so severe that when spring came he had only one yoke of work oxen left. Ten years later he again bought more work stock but the winter of 1861-2 lasted until April with deep snows and cold 24 below weather which took all of his stock, that time.

They raised grain and vegetables on the land. The first seed came from Vancouver. Father paid \$1. for 12 grains of corn! Seed for next year (1860) was carefully saved.

My brother Ed. Jr. carried mail to Walla Walla in 1861-62 when he was only 14 years of age. The discovery of gold on Powder River (near Baker) brought people from all parts of the east and California to The Dalles where they packed from here to the mines. Miners returned to The Dalles for the winter. They with teamsters, cowboys, soldiers, gamblers, stockmen, rivermen made up the varied population of The Dalles. Cattle in those days fed on bunch grass which grew all over the hills of eastern Oregon and Washington. Sheep and horses were added to the herds. When father died in 1894 he had been 45 years a resident of Crates Point!

In 1872 I (John Crate) drove cattle for Ben Snipes in the Yakima area. Ben Snipes, brother of George, was the "cattle king" of the state of Washington at that time. (He was also a druggist of The Dalles). In 1875 I worked for the Michalbach Meat Market (120 E 2nd). In 1881 I went into the cattle buying business. In 1892 I became a member of The Dalles police force where I served in that capacity for 20 years! In 1905 I was shot by Frank Summers in the White House saloon, while making an arrest. The shot passed through the lung just above the heart, going through the body. The bullet dropped from the clothing when it was removed. The wound healed but has caused some discomfort ever since. I have been a member of the fire department since 1875. The fires of 1878 and 1891 were our most serious fires.

CAPT. J. C. AINSWORTH

Capt. J. C. Ainsworth was a Portland capitalist. The Marine History of the Columbia river shows he was Captain on several river boats in the early 1860's. He was a man of vision and saw the full possibilities of buying and controlling all the boats he could command on both the Columbia and Willamette rivers. This took considerable capital for those days but there were a lot of other men interested in Columbia river steamboating who likewise knew about the profits to be made so it was not difficult for them to organize the Oregon Steam Navigation Co. Boats were built in Portland for the run to the Cascades. Other boats were built at the upper Cascades and The Dalles for middle river traffic and the Cascade Portage railroad rails of wood were replaced with iron, bigger and better rolling equipment.

A railroad was built(1862)from The Dalles through the sandunes to Celilo at a cost of \$50,000 per mile. Rolling stock was made here in the steamboat machine shops on First, west across Mill creek(where at that time the warf boat existed), except for the locomotive which was shipped by boat from the east, hauled up the river, run over the Cascade portage, hauled by boat to The Dalles where it made a twice daily(and sometimes oftener)run to Celilo and return. This railroad could haul, in one run, more tonnage than the old wagon portage road could haul in a week. The trip could be made in an hour while wagons took all day. It was a clean ride compared to the dust and or mud and snow the wagons had to encounter. Even if the railroad did cost \$750,000 complete it paid for itself in short order and it was operated for 20 years!--from 1862 to 1882.

Boats were built by direction of Mr. Ainsworth at Celilo for the Oregon Steam Navigation service on the upper Columbia to Lewiston, Wallula, White Bluff, Umatilla and other points, and most of them paid for themselves on the first or by the second run.

For a more detailed account of the activities of the Oregon Steam Navigation company please refer to Judge Fred W. Wilson's LURE OF THE RIVER story in this history, taken from the Oregon Historical Society Quarterly. As Judge Wilson's story shows, J.C. Ainsworth and Capt. R.R. Thompson were among the most outstanding men in the history of our county. There may be other steamboat men that should be in this classification but our limited studies will not permit their selection.

HENRY VALLARD

Henry Vallard was a railroad capitalist with much the same vision with railroads that Captain Ainsworth had 20 years earlier for the boat transportation business. Vallard recieved capital from German investors and built his first railroad from Portland south eventually connecting with San Francisco. His next move was to get more capital and head east through the Columbia river gorge. He acquired the wagon road right-of-way Joel Palmer had obtained for his unsuccessful road and started up the gorge in 1881. Heartbreaking difficulties were encountered. Some of the swamps had to have piling driven to build the road over. Yawning canyons had to be bridged. "Galloping Gertie" the sliding mountain at Cascade Locks kept pushing his construction work into the river. Shell Rock mountain was really a SHALE MOUNTAIN big enough to scare the bravest of engineers with their limited earth moving equipment of those days. Yes a lot of credit and admiration has to be given to Henry Vallard and his engineers of 1880 for being able to put their rail connections into The Dalles. It was an outstanding piece of engineering which places Henry Vallard among the most outstanding men in the history of Wasco county.

His compeditors were the Oregon Steam Navigation Co. He had to buy them out. Their business was a good paying proposition. The sale price was high but Henry Vallard had to pay it and while he acquired a lot of old worn out boats he also acquired the Cascade Locks Portage Railroad right-of-way to operate his trains over; and The Dalles to Celilo railroad right-of-way to get through the drifting sanddunes to Celilo. From there on to Umatilla was easy construction except for the rivers to bridge. He eventually built the road on into Spokane and from there the railroad followed the Lt. John Mullen Pass through the Rockies, used by emigrants and military men and now by highway 10. Until 1886 mail and passengers to and from the east to The Dalles and Portland went and returned via Spokane and the Mullen Pass to Chicago. Later the Oregon Short Line was extended through Idaho for a connection with the Oregon Railroad and Navagation Co. at Hunington(1886)so traffic could take the shorter route through Ogden and the Old Oregon Trail route to Omaha.

But Henry Vallard started his efforts too soon. There was not enough business to justify the investment in railroads in 1882 and he quickly went into the hands of the reciever and was forced out of the railroad business. Regardless of how short-lived he was in the business, he never-the-less benefitted all the people in Oregon and Washington to say nothing of the other states his early railroads passed through.

As we have pointed out on page 16 railroad construction hurt Dalles business men because it took the eastern Oregon and eastern Washington markets away from them. They were badly hurt again when the shops were moved to Portland in 1893. But generally speaking the people at large benefitted from their extension.

For more information on railroads see under that heading.

SAMUEL LANCASTER

Samuel Lancaster was the great highway engineer who built the Columbia river highway from Portland to The Dalles. It was in 1913 that he was asked to fix the location of the Columbia river highway. There was no money for highways in those days! There was no highway commission to handle construction of highways, even there had of been money! Most engineers of that day didn't consider it possible to build an automobile road down the Columbia river gorge with grades of less than 25% which was too steep for the weak, wheezing things called automobiles in those days!

Shell Rock Mountain

Gov. Oswald West had taken some prison labor to Shell Rock Mountain where Simon Benson put up \$10,000 for their maintenance, and constructed the rock wall we are all so familiar with, to hold the sliding shale in check. This work was done under Lancaster's direction and proved to be good engineering.

Multnomah Falls

The next bottle-neck was at Multnomah Falls. There was nothing there but the side of a bluff to hang a road on! The railroad owned all decent level approaches and it couldn't be moved on account of the Columbia river lapping on the bank holding it up! There was no place for even a surveyor to set a transient! No human being could walk over the right-of-way even! His men rode and walked the railroad track into Multnomah Falls. They chipped out enough places for cement posts to rest on on the lower(river)side, put in the forms and built a concrete bridge! When that was completed Portland men were brought up by boat to view how they had licked the worst place. They bridged other yawning casms and canyons with concrete construction which has withstood torrents of rain, mountains of snow, blizzards of cold weather for nearly 40 years! Yes, Samuel Lancaster learned his engineering well and he completed the worst and hardest piece of road construction that had ever been attempted in America within 2 years! It was paved in 1916.

Not only that but he built the whole Columbia river highway from Portland to The Dalles for less money than the INTEREST will amount to on the construction of the new commercial highway between here and Portland! Of course Uncle Sam is paying for most of the new commercial highway and when Sam pays for it "money is just like water" easy come, easy go; but the day of judgement is coming, and he will wake up one of these mornings with a headache worse than a drunken man, broke and with an awful hangover. When that occurs we will pray for more Samuel Lancaster economy.

As we all know the completion of the Columbia river highway opened up the road from The Dalles to the sea-shore. The Portland markets were opened for the farmers. The stores were opened for our shoppers. The theatres were opened for our entertainment. We could come and go as we pleased. Yes the road was narrow but in those days we had more time than money. Now we have neither time nor money. True we have a fine new road in the making but commercial traffic will have it torn to pieces before it is paid for--while the railroad along side of it goes broke for want of traffic to haul! With the completion of the Columbia river highway in 1917 every person in Wasco county benefitted, we can therefore place the name of Samuel Lancaster among the most outstanding men in our history.

SAMUEL HILL

Samuel Hill the Quaker son of Dr. Nathan Hill of Charlotte, N.C. and builder of the Maryhill, Wn. Castle--museum, was the sponcer who obtained enough interest among wealthy Portland business men to undertake the construction of the Columbia river highway between Portland and The Dalles. He had tried to get the state of Washington to build what we now know as the Evergreen highway, in those days back in 1913-15, but most of the influencial people of Washington lived in the Puget Sound area around Seattle and were NOT interested in any highways up the Columbia river gorge.

So Hill, who was a wealthy man in his own right, and a graduate of American and German schools in civil engineering, a good talker and easy to make friends with, set out to influence Portland business men to PIONEER, like our forefathers, and build the first decent roads in the state to advertise our uncomparable beauties of the Columbia river gorge.

He interested Simon Benson, John B. Yeon, Amos S. Benson, R.A. Booth, J.K. Adams, Osmon Royal, George Sheppard, Jacob Kanzer, Mark Mayer, Rufus Holman and a host of other big business men of Portland to become "the millionaire county commissioners of Multnomah county", and start construction of a road up the Columbia river gorge, so they could whisk their friends up to Multnomah Falls, Council Crest or other vista places and thereby advertise the wonderful scenery of Oregon to our tourists and at the same time have an improved road to operate cars over for pleasure purposes.

As stated above(under Samuel Lancaster)it wasn't thought possible that a road could be put up the river. But Hill said he had the man in mind who could do the job if they would get the necessary machinery in action, like raising money, acquiring property, transporting men, housing and feeding them etc. Most of the above named business men bought property for the right-of-way and donated it to the county or state as public parks. Then they had passed(levied)more money for road purposes. Simon Benson built a number of the construction camps, in lumber camp fashion, and provided the men. Other business men made like contributions of money, material, tools, transportation by boat or train, etc. They also got legislation passed establishing the Highway Commission and seen to it that their men served on the Commission so as to employ engineers, buy materials and get started.

It took a lot of organizational ability to get started on our highway program which Oregon pioneered and which has been copied by the other 48 states and foreign countaries; and Samuel Hill was the man back of that program. Samuel Hill has benefitted every person in this county! We therefore have placed his name among the most outstanding people in our history.

BENJAMIN A. GIFFORD

Benjamin A. Gifford, internationally known photographer of The Dalles and later of Portland was born in Illinois(1859)son of Henry Gifford, travelling Illinois singing teacher and Marietta Corbin-Gifford. He recieved very little schooling and went to Fort Scott, Kansas(1880)where he attended normal school and apprenticed in photography and went to Sedalia, Mo. to finish the apprenticeship under Wm. LaTour. He returned to Ft. Schoot and went into partnership with E.P. Tressler but after 2 years sold out and went to Chestopa, Kan and there a friend named Brundage influenced me to come out to Oregon(1888)where I started a studio in Portland diagonally across from the Portland hotel at 8 & Morrison.

"In those days dry plates were just beginning to come in and when we went out to take scenic views we had to carry all of our equipment with us. Our plates was a plain piece of glass over which we poured collodian and then immerced it in a silver bath. We exposed the plate while it was still wet and had to develeope it at once, before it got dry. The paper, on which it was printed was albumenized and you had to silver your own paper. I was the first photographer in Portland to make an enlargement, by an electric light. In those days we had no daylight electric service, the electricity was not turned on until night, so I had to make my enlargements at night.

"I became tremendously interested in the scenic Columbia river. I was the first person to get out an album of Columbia river views which I called "Snapshots of the Columbia".

"I moved to The Dalles in 1892 where I opened a studio in the Vogt Building(now occupied by The Dalles Camera Club)and began taking pictures of the Indians. The pictures of the wheat fields of Dufur I showed to A.L. Craig, general passenger agent for the O.R. & N railroad and said, 'a few hundred pictures like these, scattered out in the east, will do more to bring farmers and settlers to Oregon, than all the books you can print!'. He agreed with me and for years I finished enlarged photographs of scenic and farm views to the railroad companies.

"You have probably seen the book entitled, 'Art Work of Oregon'. It sold for \$40 a copy(1900). For years the Oregon Journal published full page pictures of mine each Sunday.(These may be seen in the Portland Public library.

"In 1908 I sold my gallery at The Dalles to Chas. Y. Lamb, who had worked for me since 1905, and I moved back to Portland. In 1920 I moved to my "Wa-ne-ka" home in Clark county, Wn. near Vancouver. In 1901 I took Mt. Hood from Lost Lake. I have sold thousands of copies of that all over the world. I was offered and refused \$1000 for the negative!

"I married(1884)Myrtle Peck and had son Ralph who was born in Portland in 1894." His second marriage was to Rachel Morgan, daughter of Seth and Margaret(Hamilton)Morgan a pioneer school teacher who assisted Mr. Gifford(1912-1919)with the art work of the studio. Mr. Gifford died at Vancouver in 1936 and is buried in the Mt. Scott cemetry in Portland. Mrs. Gifford lives at Oswego. He always regarded his Sunset on the Columbia and sometimes known as Tepees on the Columbia as the masterpiece of his lifetime. It rates with his Lost Lake and Trout Lake pictures and the Typical Sheepherder, Indian Madonna and many others. Regarding the Sunset picture he said,

"I had gone up near Maryhill to photograph a band of sheep(Typical Sheepherder). After getting my picture I went down to the Columbia and it seemed illuminated with subterranean light. The sun was setting, the shadows were gathering over the hills; beside the river were 2 tepees; a dugout was drawn upon the river bank. No Indians were in sight. As I turned my back on the tepees, to take the cap off my camera, a rock struck close to me. I turned quickly but couldn't see anyone. Once more I turned my back and a rock whizzed by my head. Dropping the black cloth which I had over my arm, I reached in my back pocket and ran for one of the tepees. Two Indians who had been hiding back of the tepees, bolted. I went back to my camera and secured the picture. When I showed the picture to an Indian he said, "Wa-ne-ka", which as near as I can find, means going down of the evening sun. I have photographed untold numbers of Indians, and this was the first time I had ever had any trouble with them. During the Lewis & Clark Exposition photographers of the state assembled in Portland in a convention and came to The Dalles on an excursion steamer. On the return trip there were a lot of Indians aboard dressed up in their finery, going to the exposition in Portland. The photographers were wild to take pictures of these Indians, but they shook their heads and said, 'no take our picture. Gifford, he take our picture, nobody else.'(Fred Lockly, Oregon Journal, 1929).

RALPH GIFFORD

Ralph Gifford, according to his wife at Salem first ran a picture gallery at White River on the Mt. Hood Loop road and later was in the moving picture business. Then he joined the travel and information department of the Oregon State Highway Commission and like his father, took his own camera and went out and took all the wonderful pictures illustrated in the folders of the Commission, and published in national magazines, of the scenic beauties of the state of Oregon which he loved so well. H.B. Say did the story writing that went with the pictures. It was Ralph Gifford's suggestion that they establish that department to advertise Oregon. The state owned neither camera nor dark room for picture purposes. The idea went over big and that department has a manager and a battery of stenographers mailing out material and answering letters. As time goes on his work will be appreciated more and more. Like his father his work has international fame. Ralph died at Ontario, Oregon in 1947. He was attending a newspaper mens' convention at the time and really just worked himself to death. He married(1918)Wanda Theobald and their son Benjamin Lyle Gifford, graduate of Oregon State College is doing photography work at the Jensen-Miller studios in Salem.

Owing to the internationally famous work both Benjamin A and Ralph Gifford has did for Oregon they are placed in this history among the most outstanding men in our 100 years of history.

COL. N. H. GATES

Col. N. H. Gates was born in Virginia(1836)son of W.H. Gates. He went to Ohio in 1841 and to the gold rush in California in 1849 where he practiced law at Marysville in 1850. He returned east in 1851 and came out again with the "big emigration" of 1852 to Vancouver where he shipped the first 10 barrels of salted salmon in 1853 by sailing ship to England.

He came to The Dalles in 1854, as a lawyer, with his family. He surveyed the site for the city of The Dalles, drafted the first bill for a charter under the name of Fort Dalles, but the bill was amended by striking out the word Fort and adding the word City, was adopted by the legislature and our city has since been legally known as Dalles City altho the post office was at that time known as Wascopam being changed about 8 years later to The Dalles. When the railroad came here in 1882 they also adopted The Dalles for their name; but since 1862 The Dalles was a city with 2 names!

The Gates Addition to The Dalles was named in his honor and his home was at 5th and Union. He built the Gates Hotel at 3rd and Union, the oldest hotel in town. He was a veteran of the Yakima Indian war of 1855. He was mayor of The Dalles in 1865, 1871, 1877 and 1878. Everytime they needed a mayor and no one else wanted the unwelcome job, Col. Gates was "drafted" to run. He is credited with being the "Father of Dalles City" and done a lot for the people in those early days in helping them get the municipal government of the city started in this wild little sagebrush town of 1854-1885 and is therefore placed among the most outstanding men in our history.

He was speaker of the house of representatives in 1859. His daughter Kate Roach was a pioneer teacher in The Dalles public schools and he had a son Wm. and a son Nat. He was a state senator in 1857 and always a hard worker for The Dalles. (The Dalles Chronicle).

DANIEL M. FRENCH

Daniel M. French was born in Holland(1828)son of Joshua and Polly(Mead)French of Holland, Vermont, where he attended school. He spent 2 years in Mass. and 2 years in La. He went by the Isthmus to the California gold fields in 1849 with his brothers. In 1862 he came to The Dalles and opened a general merchandise store with G.B. Gillman and his brothers Joshua and Joseph M. French. Later Daniel and Joshua purchased the business and it became known as French & Co. until 1875 when they sold to Brooks & McFarland. In 1873 they started their money brokerage business and it grew into the banking house of French & Co.(1877)and continued to be the leading financial institution of Central Oregon until it closed its doors during the big depression of 1933 which wiped out banks by the thousands all over the U.S.

Daniel M. French was a natural born financier, he recieved schooling in the business and worked long and hard hours at it. He labored for the growth and upbuilding of The Dalles helping his fellow citizens in times of depression. He headed the Gilman-French Land & Livestock Co., was a director in the Arlington National bank and the Wasco Warehouse Co.

In 1865 he married Allie Gee and had Elsie(Mrs. Chas. Pease)of Calif. After Mrs. French's death in 1875 he married Samantha Carter and they had Elizabeth(Mrs. Ernst Lueddemann); Ruth and Paul. D.M. French died in 1902.

JOSHUA W. FRENCH

Joshua W. French, borther of D.M.(above)was born at Holland, Vermont(1830) and went to Calif. in 1852 and was associated with his brothers in business and came to The Dalles in 1864 where he engaged in the businesses mentioned above with his brother Daniel and took charge of the banking business when Daniel died in 1902. Smith French was another partner in the business.

Joshua married Ellen Burke and they had Nellie(Bolton) and Edward H. French, bank teller and Vivian, assistant manager of the Wasco Warehouse Milling Co.

SMITH FRENCH

Smith French was a brother of the two Frenches mentioned above. He came to The Dalles in 1875 and associated himself with the Brooks & McFarland merchantile firm, buying out Brooks and did a big business for 15 years, sold out and retired except for management of the Gilman-French Land & Livestock Co. one of the biggest cattle raising companies in Oregon(1905)and a member of the firm of Bolton & Co. at Antelope, a stockholder of the Wasco Mill, a diector of the Arlington bank. He married Esther Magee(1861) and their children were Dr. Gertrude French of The Dalles; Grace(Mrs. J.W. Condon)of The Dalles and Frank French well known merchant of The Dalles.

These three pioneer French brothers, for years the financial backers of The Dalles were the main ones who put up the cash that built the city and provided the banking institution for handling gold and exchanges and are given credit for being among the most outstanding men in our history.

---History of Central Oregon.

The MOODYS

For the biography on Governor Zenith Moody and Congressman Malcolm Moody, see under the post office of MOODY, Oregon.

AMIEL SCHANNO

Amiel Schanno was born in the Franch province of Alsace-Lorraine son of Francis Schanno. He came to The Dalles in 1860 with his brothers Charlie and Joe and father. They established the Columbia brewery, at the foot of the Brewery grade, which they later sold to August Buchler.

Amiel was very much interested in the fruit business, after they sold the brewery, and he acquired an orchard on Sunset hill, back of the T.B. hospital. In those days prunes, peaches, cots and apples were the main crops of fruit. Cherries were in the experimentation stage in those pioneer days and not very much was known about them. After the establishment of the Oregon State College Mr. Schanno got in touch with the horticulture department, obtained some cherry trees through them and set out one of the first orchards here. There were a lot of unknown problems about growing cherries, more baffling in those days than X-disease and little cherry is today and Mr. Schanno's file of correspondence with the horticulture department of the college, nurseries and other sources grew to be as thick as Montgomery Ward's catalogue. In addition he spent money, time, work and travel pioneering the cherry industry and horticulture in Wasco county, our third largest source of farm income. He is therefore classified among the first 50 of our most outstanding citizens in the history of our county.

He married Eliza Schuster daughter of August Schuster and his children were Leo (who married Cecelia LeDuc, mother of Delaney Schanno); Alma and Josephene (Mrs. Henry Meier). The Dalles directory of 1910 said Amiel Schanno was deceased and his widow Elizabeth lived at 505 W 4th and that Leo Schanno was one of the partners in the Maier & Schanno store. The Schannos also owned the Schanno building at 2nd and Court (201 E 2nd). (Biography by Mrs. Leo Schanno).

DR. GEORGE E. SANDERS

Dr. G.E. Sanders was born in Portland, N.Y. (1853) son of George who moved with the family to Corrunna, Mich. where he went to school, majoring in dentistry at the University of Michigan. He came to The Dalles in 1892 establishing a dental office in the Odd Fellows building where he remained until the fire of 1914 burned him out and he moved to the Vogt block. Dr Sanders was induced to come to The Dalles by the literature circulated by the Rev. O.D. Taylor who was promoting real estate sales across the river in the Gay 90's (See under Dallesport for full Taylor story).

Dr. Sanders, like Amiel Schanno and a number of others was interested in horticulture and he bought an orchard about 4 miles out (at the end of the pavement) on Three mile creek, now occupied by his son Arthur Sanders. That was the Sanders home and it contained a small orchard. Among the trees there were a number of cherries which did NOT bear. He thought it was because they froze out during the bloom each year, so he installed a smudge pot system, the first used here of the oil type, building a large cistern to hold the oil and having a tank wagon for the distribution to his pots. But still the trees refused to bear any fruit, up to 1908.

In 1910 he got Prof. C.R. Gardner of Oregon State College to come up with a number of students and investigate why the orchard would NOT bear fruit and their conclusions were that it was sterile from lack of pollenization. They grafted in some Tartarian pollenizer limbs but very few of the grafts lived. Next year the group came up and "brush pollened" the trees by hand. Those brushed bore fruit but the rest of the Annes and Lamberts were sterile. In 1912 they planted some seedlings, waterhouses and republicans and grafted a few waterhouses and as those pollenizers grew the orchard commenced to bear and has remained in production to the present time.

All of this took a lot of time, money, work and perseverance for this pioneer cherry grower to pave the way for the cherry industry in Wasco county and for his efforts we are listing Dr. G.E. Sanders as another of our most outstanding citizens in our 100 years of history.

He married Emily J. Christ and they had George who took horticulture at OAC in 1910 and who died in the military service in World War I; Earl; Owen of Portland; Edna (Mrs. H.E. Kaesemeyer of Los Angeles; Arthur who lives on the old home place on 3 Mile and Robert of The Dalles.

JONAS MOSIER

The biography of Jonas Mosier is listed under Mosier, Oregon

T. HUET JOHNSON

The biography of T. Huet Johnson is listed under Dufur, Oregon

WENTWORTH LORD

Wentworth Lord was born in Denmark, Maine(1832) the son of Jacob and Evelyn(Ingall)Lord. He recieved his early education in Maine and went to California in 1857 by boat. The next year he came on up to Portland by water and finally arrived at The Dalles(1858)where he engaged in the merchantile business during the gold rush days of 1860's with considerable success. He branched out in other activities and finally became the outstanding business manager and president of the Wasco Warehouse Co. recievers of wool, hides, grains and hay. Having a local agency to buy and handle grain was a big inducement and encouragement to farmers to expand into the grain raising business. Later the Wasco Warehouse Co., throught the encouragement of Mr. Lord branched out into the milling business. A source of power was needed(see the Story of Electricity)so the White River site was developed under the guidance of Mr. Lord, the power line built into The Dalles which furnished not only enough for the mill but a surplus for sale to the public.

Mr. Lord can be credited with encouraging the expansion and raising of wheat in both Wasco and Sherman counties and the expansion of electrical power use at a time when the use of electricity was a very new and mysterious source of energy. He is therefore among the first 50 of our most outstanding citizens in the 100 years of Wasco county history.

ELIZABETH LAUGHLIN (MRS. WENTWORTH LORD)

Elizabeth(Laughlin)Mrs. Wentworth Lord was born in Scotland Co. Missouri(1841)the daughter of W. C. and Mary(Yeargin)Laughlin 1850 pioneers of The Dalles. She was educated in the schools of The Dalles and the Sisters Convent of Vancouver. In her book REMINISCENCES she said, "My father, W.C. Laughlin and my mother Mary(Yeargin)Laughlin came by ox-team to The Dalles in 1850. Father erected a log house on Chenowith creek, with the help of mother, near Olney's store, in which we lived that winter. The cabin didn't even have a floor in it, except for the good old earth. We were so poor that winter that mother made shirts out of canvass from wagon covers.

"The garrison buildings of Old Fort Dalles consisted of 6 log buildings. The soldiers were housed in tents. There were 100 men working at the Fort Dalles sawmill that winter. The pine trees on the hill were just small bushes in those days. A wagon could drive over any of them! When we ran out of money, flour and other food mother stewed birds or worked a little for some flour from John Bell's sutler store at the old Fort. Father worked in the government sawmill. We had a cow and sold milk at the Fort. Mother made gloves for the soldiers out of buckskin. She remodeled officers uniforms to help make a living.

In 1851 when the soldiers left Fort Dalles we lived in one of the Fort cabins. We finally accumulated a small herd of beef and sold fresh meat to the emigrants. The emigrants would abandon their poor, weak, thin animals here at The Dalles and father would buy them and pasture them until next year when they shapened into good stock which could be sold for good prices. We also had pickels, butter, eggs and garden stuff which we sold the the emigrants who almost went wild to get some real American food after 6 months of dried food.

In 1852 we started a trading store at Fairbanks, with Frank Camp, selling beefm flour, dried fruit, cakes, bread, pickels, coffee, tea, candy; or traded them for horses and cattle. By fall we had 100 head of cattle and horses. They increased to 400 head by winter. That fall we went to Hood River with Dr. Farnsworth and lost nearly all our livestock in the deep cold winter down there. We only has 14 head of cattle and 17 horses left out of 400!

We came back to The Dalles in 1853 to stay and by that time there were several houses in town and it was a regular city of tents. In 1854 N.H. Gates built his hotel. Lt. Forsythe built the Pioneer hotel. A.H. Curtiss built a hotel. Mr. Martin built the Oregon House and sold it to my father in 1860. Louis Eppinger built the Occidental hotel. From 1850 to 1854 the city was dominated by the gamblers and tough element. First and Washington was the business corner of the town.

Henry Williams(later of 8 Mile)and S.L. Brooks(carpenter)helped erect the log buildings of old Fort Dalles. In 1853 the military reservation was cut down from 10 square miles to one square mile permitting settlement at The Dalles Landing. Mr. and Mrs. Lord were married in 1861.

Mrs. Lord's REMINISCENCES OF EASTERN OREGON contains much very valuable early history of The Dalles much of which is quoted in this history to be handed down to our children for study. Any person who will take the time and trouble and effort to record current history of their times for the benefit of our children and history lovers is indeed an outstanding person whose name and deeds should not be forgotten. Mrs. Lord is therefore classified among the first 50 of the most outstanding people in the history of Wasco county.

Mrs. Lord's daughter Evelyn(Mrs. Fred Houghton)of The Dalles stated her mother only printed 300 copies of her Reminiscences of Eastern Oregon. None of them were ever sold. They were given to friends of Mrs. Lord and Mrs. Houghton. Only a few remain in the possession of Mrs. Houghton. The Dalles Public Library has a loan copy for anyone interested in reading the original account. The Lord-Houghton home on Court street was formerly the Orlando Humason home built in 1880. Mrs. Houghton was born in The Dalles in 1863. Mr. Houghton was a Dalles druggist. She graduated from the old Wasco Independent Academy in 1884 and has lived in The Dalles all her 88 years. Her assistance and cooperation is most graciously appreciated.

LULU D. CRANDALL

Lulu D. Crandall, outstanding Wasco County Historian and community leader whose life was a "living chapter in the personification of the Golden Rule" by her unselfish devotion and all-consuming desire to preserve our history in written form for use of our children, places her among the first 50 of the most outstanding people in the 100 years of Wasco county history.

She was the daughter of Zelek M. and Camilla (Tomson) Donnell of Decatur County, Indiana. Her parents were married in Feb. 1852 and left almost immediately for St. Joseph, Mo. where they outfitted with oxen and wagons and supplies for the long 2000 mile honeymoon across the trackless plains and mountains to Oregon. Her mother was a frail woman and was not expected to survive the long journey, but she arrived in The Dalles in September 1852 after having "walked most of the way across the U.S!" She was accompanied, during the long walk, by Mary Stevenson who afterwards became the wife of Gov. Z.F. Moody of The Dalles and Harriett Snider who later became the mother of Fredrick Homer Balch, author of *The Bridge of the Gods*.

The Donnells went on down to Portland and from there to Brownsville where they took up a Donation Land Claim on which they lived until 1858 when they sold to Capt. James Blakeley the father of George C. Blakeley prominent Dalles druggist. The Donnells moved back to The Dalles and settled at Fairbanks (1858) ranging cattle between the Deschutes and John Day rivers in what is now Sherman county but at that time was all "open country". Mr. Donnell died at Fairbanks in 1873. He was state senator from Wasco county in 1864. Their children were Orville of Montana; Laurie; Martin Z. Donnell, prominent Dalles druggist and Lulu D. (Crandall). The country was very thinly settled when the Donnells moved here in 1858. Gold had just been discovered and the influx of miners was having its effect on the city and business here. The hard winter of 1862 wiped out practically all their livestock, a very severe blow to the family and they moved to town in 1864 for the educational advantages of the children. Mrs. Donnell had prepared her children for school by teaching them the 3 R's at home. Lulu was 12 years old before she entered the first public school house of The Dalles located at the foot of the hospital steps on Jefferson street. In 1872-73 she attended Pacific University.

In 1874-75 she taught school in the old Union street school. In 1877 she married Capt. George F. Sampson, a Columbia river boat captain. Their children Georgia Sampson (Brown) of Kellogg, Idaho and Victor Sampson of Portland were born here. A son Fred was killed on the ice at Alamogordo, Idaho where Capt. Sampson died in 1888. Lulu married (1892) C.J. Crandall, prominent Dalles architect who designed our present courthouse at 5th & Washington, a monument in marble and granite which had not been equalled at the time of his death in 1917.

Mrs. Crandall had a deep love and affection for the old home town seldom equalled and she took an active interest in its history, which she studied avidly and wrote on without remuneration. The history of Wasco county became an all-consuming passion that engulfed her whole being. She lived, slept, ate, talked and listened and read everything she could find about our history and made a written record of most of her findings. She was an authority on historical matters in this area. In the later years of her life she devoted practically all her time to the writing and searching for historical matter. The Dalles public library has 105 loose-leaf volumes of her clippings which has been reviewed and liberally quoted from in this history with full credit to her. She had a very keen and active memory for dates and places and names and she said, "I have written a good deal about Oregon early days and I hope in time to write a book giving the history of this settlement and the development of Wasco county."

Jean Strachan in the *Oregonian* in 1927 said of her, "she was a historian, musician, teacher, philosopher, psychologist and friend. In music she was credited with starting George Vause, pianist, on a musical career when a little boy of 9 when she was organist at the Episcopal church. Mrs. Crandall "picked up" her music lessons from friends. Her father bought her a Prince melodeon for \$250. It had a double key-board and rosewood case and was like a little square piano. On this she learned to play and work out a sort of a 'Bunning System' of self-taught music. She played in later years for the Salvation Army."

The crowning glory to her lifetime of work and success was the writing and presentation of the original Pageant of Wascopam. It was presented in The Dalles Auto Park grounds in 1922, 1923 and 1924. Walla Walla and many other cities has since used her script and methods as a pattern after which all pageants of the country are staged. She organized the local chapter of the Daughters of the American Revolution and War of 1812; she was chairman of the Chautauqua held here annually for many years; she organized the Y.W.C.A.; she was President of the Wasco County Pioneers' Association which she helped organize; she was a lifelong member of the Congregational church and secretary of the Oregon and Washington state Historical Societies. She always had time or found time to help another human being. Her whole life was an example of how to LIVE THE GOLDEN RULE. She died June 21, 1931 and was buried in the local I.O.O.F. cemetery. It is regrettable that she never got around to write that History of Wasco County. It would have been a priceless addition to the collection of our historical accounts. She had joined other pioneers. She was a good neighbor who just moved into another neighborhood where her friends will be many.

JONAS MOSIER

The biography of Jonas Mosier appears under Mosier, Oregon.

T. HUETT JOHNSON

The biography of T. Huett Johnson appears under Dufur, Oregon.

JOHN HEIMRICK

The biography and accomplishments of John Heimrick appears under the Great Southern Railroad.

FRANK SEUFERT

The biography of Frank Seufert appears under Seufert, Oregon.

CHIEF JOSEPH

The story of Chief Joseph appears under the title INDIANS.

PETER SKENE OGDEN & PRINCESS JULIA

The story of Peter Skene Ogden and Princess Julia is one of the most romantic stories of early Wasco county history and was best summerized by Margaret Thompson in the Junior Historical Journal.

Princess Julia belonged to the Flathead Indian tribe and Peter Skene Ogden was her lover. He had noticed her at a tribal council meeting between the representatives of the Hudson Bay Co., for whom he worked, and the Indians over hunting and trapping. He was seized by the Indians after a dispute over the ownership of a horse which both Ogden and the Indians claimed.

In true Pocahontas fashion this Indian maiden first required Ogden to replace the horse to its rightful owners and then as a token for her hand he offered 50 horses to her father, which was considered a handsome price to pay for a bride; but she told her father she was not interested in horses but that Ogden had something worth far more than all the horses, "it was the "white man's book of heaven," she explained, and as many of the Flatheads were Christians they knew of the "book of Heaven" but had never seen one. They had heard that Ogden owned one, and any man who owned the "book of Heaven" was worthy of her hand. Julia and Ogden were married, in Indian manner, and lived together for more than 30 years!

Peter Skene Ogden was born in Quebec(1794)and became a law clerk in Montreal for the Astor Fur Co. In 1811 he joined the Northwest Fur Co. which later was consolidated by British law with the Hudson Bay Co. He spent his first 7 years at Lake Athabaska and then came out to the Spokane House in 1818 with the Montreal Express. He was a typical football athlete, about medium height, broad shoulders and quick of action. In 1823 he was in charge of the Western Express. In 1824 he started his 5 year service in the Snake and Flathead Indian country a very dangerous field yet important to the Hudson Bay Co. as a source of skins. He was Chief Factor for that district. His hard life in the Snake river country cut him down to skin and bones. By 1845 he made Ft. Vancouver his headquarters. He was noted for his good humor, tact and amusement. He was considered a well read man for his times and spoke 3 languages. One of his outstanding achievements was the rescue of the survivors of the Whitman massacre(1847). He met the sullen Cayuses ALONE. He argued with them for a whole day before he could persuade the chiefs to release the survivors. He was the "trouble shooter" for the Hudson Bay Co.

As a wife Princess Julia was worth many times more than 50 ponies. She was a fun-loving and a wonderfully agreeable companion on all his hunting expeditions in the wilderness of old Wasco county. Her bravery saved him from disaster on more than one occasion from Indian raiders. Rival fur traders once stole their fur packs. She overtook them on her horse and cut out the pack horses with the furs returning them to her camp. On another time their furs were about to be swept away in flood waters when Julia jumped into the raging waters, towed their raft to safety with Ogden and her children on it. She was a powerful swimmer and could swim the Snake river when it was cold enough to leave a ring of ice about her pretty neck! Ogden built a home for Julia on "the cliffs" at Oregon City in 1845 and it was there that she nursed him on his deathbed in 1854. Princess Julia died in British Columbia in 1886 at age 98! Her daughter Sarah married Archibald McKinley.

These two life-long lovers are among the most outstanding people in the 100 years of Wasco county history. Neither could have survived and made history without the other partner.

FREDRICK HOMER BALCH

Fredrick Homer Balch, the most outstanding author the state of Oregon and Wasco county as well as the state of Washington has ever produced! His internationally famous book the BRIDGE OF THE GODS is still a widely read "best seller" with 27 editions!

He was born at Lebanon, Oregon(1861)son of James Anderson Balch, a Lebanon photographer and Harriet Snider Balch who came to Oregon by ox-team with Lulu Crandall's mother(Mrs.Zelek Donnell). The family moved from Lebanon to Goldendale and back to Portland where Mr. Balch went to school for a short time. His mother's health was bad in Portland so the family returned to Goldendale. Fredrick read books at night before the fireplace, in Abraham Lincoln manner, to acquire self-education as his opportunity to attend school amounted to only 6 months. In 1886 the family moved to Hood River(then a part of Wasco county)where Fredrick Homer Balch "rode the range" in true western cowboy fashion. During railroad construction days, east out of The Dalles, he was a member of the railroad construction gangs which worked their way into the Wallula and Walla Walla country. While up in that country he wrote his first manuscript for a book he called WALLULA, a story of the Indians. He didn't like the story after he wrote it so he burned the manuscript.

The Bridge of the Gods

Then he wrote the Bridge of the Gods, one of the most beautiful Indians stories the west has ever produced. Much of the Indian lore used in the Bridge of the Gods was furnished by Mrs. A.H. Jenett of White Salmon, Wn. She and her husband operated a health resort at White Salmon and came there from Wisconsin in 1874. There were more Indians in White Salmon in 1874 than there were white people. Mrs. Jenett learned the Chinook jargon and became very friendly with the Indians. They carried mail between White Salmon and Troutlake. Mr. Jenett was an old Civil War veteran and at one time Commander of the Hood River G.A.R. Post. The Jenetts were authorities on Indian mythology and Indian stories of all types and Mrs. Jenett related many of these to Mr. Balch who made them the basis for his book.

After he had spent so many trying hours compiling the manuscript for the Bridge of the Gods he could find no magazine that would publish the story! and his book became a joke; but he continued to send it to publishers until the H.C. McClurg & Co. agreed to publish it but they wanted all the income from the first 1000 books sold! He was to receive 10% of all sales over 1000. He accepted the terms never dreaming his book would become a "best seller" and he never actually received one penny for his work because he died June 3, 1891 before the first 1000 of his books were sold! Since that time more than 27 editions have been published, according to his sister Mrs. James W. Ingalls of Hood River who received the royalties twice a year.

Fredrick Homer Balch became a congregational church rider in Oregon and Washington, in his latter years. He fell deeply in love with Genevra Whitcomb of Lyle but her tragic death with pneumonia in The Dalles blighted his life. He preached her funeral and it was by far the hardest sermon that any man was ever called upon to preach in this mortal life. She was his only sweetheart and was 20 when she died.

He attended the Oakland, California Seminary to better his education. He had little money and it is believed he starved himself into such a run-down condition that he lost his strength and became the victim of T.B. He was admitted to the Good Samaritan hospital in Portland for Treatment but died of tuberculosis June 3, 1891 and was buried at Lyle, Wn. A Klickitat county granite monument was erected at his burial site in 1908. At death besides his sister he had a brother Herbert Edward Balch. The minister Cecil Gray, in the Bridge of the Gods story is Fredrick Homer Balch. His grave is 3 miles northwest of Lyle and it was marked by the ladies of the Fort Dalles Historical Society. It is located near the Balch school which he helped build in 1887.

The play Bridge of the Gods was put on at the Portland stadium Aug.24-Sept. 8, 1911 by a cast of 130 directed by Mable Ferris. Later the play was purchased by the Astoria Chamber of Commerce and put on down there and advertized as "the Passion Play of the West."

THE BRIDGE OF THE GODS

It was the dream of Cecil Gray(Fredrick Homer Balch)that there existed a natural bridge over the great river of the west(Columbia)over which the Indians and their horses crossed and re-crossed. He Gray lived among the Indians and was with the Cayuses when they were summoned to a great tribal council by Chief Multnomah of the Willamettes(near Portland). They followed the Columbia down past The Dalles rapids to the Bridge of the Gods which he had seen in his vision, riding over the bridge to the north shore and down to Columbia to opposite Wappato island where they swam their horses over to the Multnomah camp.

Then there occurred a great earthquake, with Mt. Hood and Mt. Adams a sheet of fire and flames which caused the bridge to fall and with it the fall of the Multnomah tribe and their power.

This is a beautiful story which must be read in all its details to be appreciated and no lover of western history should pass it by. It is the greatest story we have so far produced and Fredrick Homer Balch is classified as one of the most outstanding men in our 100 years of history for having the inspiration to set the story into words. He has gone on to join his sweetheart Genevra in a better life among higher raised spirit persons. We shall all join them before too long, but while he was here he made a contribution to our history which can never be forgotten. His life here was one tragedy following another. Reading an account of his life will cause the most callous among us to thank our Heavenly Father for the many blessings He daily rains upon us.

FATHER MESPLIE

The story of Father Mesplie appears under the Catholic Mission.

H. K. W. PERKINS

The story of H.K.W. Perkins appears under the Methodist Mission. First resident of The Dalles.

JUDGE FRED W. WILSON

Judge Fred W. Wilson, retired, is the son of Joseph G. Wilson, judge of the first Circuit or District of Wasco county after it was organized in 1854. He held court in the old wooden courthouse at 3rd & Court streets (where the city hall is now located) being appointed in 1861 by Gov. A.C. Gibbs. In other words Judge Joseph G. Wilson was our first Circuit Court Judge (1861-1870) while his son Judge Fred W. Wilson held the same position from 1917 to 1948 in our new courthouse building at 5th and Washington streets.

In 1870 Judge Joseph G. Wilson resigned for an appointment to congress and was elected to congress in 1872. At that time Oregon had only one congressman. Congressman Joseph G. Wilson had sent his wife, Elizabeth Wilson (see page 30 for biography) and his children to his old home at College Hill, Ohio, intending to follow. But he was urged by the Oregon Republicans to campaign for President Grant which he did, before leaving for Washington, D.C. Judge Fred W. Wilson was in the meantime born September 10, 1872 at College Hill, Ohio. After the arrival of Judge (Congressman) Joseph G. Wilson the family went on with him to Washington, D.C. to make their residence.

Congressman Joseph G. Wilson was invited to deliver the commencement address at his home town college of Marietta July 3, 1873. On the evening of July 2 he was suddenly stricken and died in a very few minutes leaving his widow Elizabeth who was appointed by President Grant as the first lady Presidential appointee in the U.S. at The Dalles (see page 30) and she served as postmaster here for 12 years. The children were Genevieve (Mrs. Pierce Mays); Grace (Mrs. Chas. W. Taylor); Lucy (Mrs. Joe Peters) and Judge Fred W. Wilson who has spent practically all his life in The Dalles.

Judge Fred W. Wilson received his early education in the public schools of The Dalles and his academic education from the old Wasco Independent Academy. Later he attended the Marcus Whitman Memorial College at Walla Walla, Wn. His final degrees were received from the John Hopkins University in 1893. Returning to The Dalles he became associated as a law partner with B.S. Huntington. In 1908 he was elected District Attorney of Wasco county and in 1917 was appointed circuit judge to fill the vacancy created by the death of Judge W.L. Bradshaw. In 1918 he was elected to the office which he held until his retirement in 1948.

Judge Wilson lived at the old home place at 208 Union, where his mother maintained the post office from 1874 to 1886, until 1921 when he moved to his 9 & Lewis street home. He married Content Elton and has a son Joseph G. Wilson of Portland and a daughter Elizabeth.

Judge Wilson is both a student and writer of history of The Dalles and the Columbia river. His Walk Down Second Street in 1882 is quoted on page 17 of this history and his Lure of the River is quoted under the section on BOATS. He has written many other fine articles and is the "silver tongued orator" whose addresses are always enjoyed before our many organizations. He is an authority on local history and has read most of this manuscript, loaned books for the compilation of this history, always been most cooperative in answering questions or suggesting where answers may be obtained all of which we acknowledge with grateful thanks. He was purser for a time on our river boats and attends the annual Steamboat Mens' Association meeting at Champege. He is always in the front ranks at the Old Wasco County Pioneers annual May meeting assisting in every way he can and cordially greeting any of the old pioneers he has not recently seen.

For his interest in preserving our history Judge Fred W. Wilson^{is} among our first 50 outstanding citizens in the 100 years of Wasco county history.

PROFESSOR WILLIAM BERGFELD

The biography of Prof. Wm. Bergfeld appears in the MUSIC chapter of this history.

GEORGE, HENRY, LIZZIE and MINNIE DE MOSS

The biography of the De Mosses appears in the MUSIC chapter of this history.

VICTOR TREVITT

Literally hundreds of thousands of travelers up and down the Columbia river gorge have had their attention drawn to Memaloose Island, located between Lyle and Mosier, with its lone white granite marker and wondered what it all meant? There has been many many other memaloose island burial grounds of the Indians in all our rivers of the west, but none of them has recieved even a fraction of the publicity of this one; and this one was just another rock in the channel of the river until Victor Trevitt was buried there in 1883. This one was officially set aside by the U.S. Land office for use of the Warm Springs Indians as a burial grounds the action being necessary because a number of white men threatened to take its 5 or 6 acres over for fishing purposes. Before the high water of 1894 several Indian houses on the island contained the bones of deceased Indians together with their bows, arrows, guns, saddles, knives, blankets and other items they might need in the spiritual world, in spirit form.

Victor Trevitt was born in New Hampshire in 1827. He served throughout the Mexican War of 1846 in which he recieved a saber cut which left one eye brow with a comical tilt. In 1847 he was a "printer's Devil" on the Oregon Statesman at Oregon City and he served with Nathan Olney's company in the Cayuse Indian War of 1848, fought mostly in the Walla Walla country following the slaying of Dr. Marcus Whitman and some 8 others of his mission there. In 1853 he came to The Dalles and opened the Mt. Hood saloon and historians claim that his saloon was "a gentelman's palace, no one being allowed therein in a drunken condition, nor was loud and profane language tolerated." In 1854 he filed on a 33 acre Donation Land Claim now known as Trevitt's Addition to The Dalles and about the same time he filed on a larger Donation Land claim out on 3 mile creek which included the present Rawson place. In 1858 he was legislative representative from The Dalles and in 1868 he was state senator from Wasco county. He also served for a short time in the Yakima Indian war of 1856.

The Chronicle of December 16, 1940 listed Victor Trevitt as one of the most outstanding persons in the history of Wasco county because he was "a friend of the Indians." But we believe he was outstanding for 2 more reasons: 1. He had the courage to make known his anti-Christian religious views at a time when feeling toward anyone who dared criticize Christianity meant being ostracized from society; and

2. the international publicity he has brought to Wasco county.

Victor Trevitt married Worthy Hunt (the wife of Judge Frank Miller of Boise) in 1865. She had been his sweetheart before she married Judge Miller and they lived in The Dalles until 1882 when they went to San Francisco for Victor's health which did not improve. As the end drew near he made what was then regarded as a strange and unusual request which was, "I have but one desire after I die, it is to be laid away on Mimaloose Island with the Indians. They are more honest than the whites. They live up to the highest light they have. In the resurrection I will take my chance with the Indians. I wouldn't have any chance to get into the white man's heaven anyway. Maby I can slip in with the Indians into their heaven. They keep their word with St. Peter and he will let them into heaven while he will bar a lot of white men." That opinion was heresy or a belief in opposition to the orthodox belief of the Christian church and any man who dared to express such an opinion in 1882 was ostracized from Christian society with his friends and neighbors and that took a lot of courage, far more than any other man in the history of our county, to make that statement in 1882. Victor Trevitt might therefore be properly called "the Tom Paine of Wasco county" for the above "Age of Reason" statement.

Victor Trevitt died in San Francisco Jan. 27, 1883. His body was shipped to Portland on the steamer State of California and consigned to Col. John McCrackin, also a Mexican War veteran. It was taken to the Clarendon hotel where Capt. Thomas Mountain took the casket. The river at that time was frozen over and prevented immediate burial. After the weather cleared up in February services at Mimaloose Island was arranged for by the Masonic lodge, of which Trevitt was a member. A special boat was chartered and as many as could crowd on made the trip. The body was placed in a brick arch and sealed up by a brick mason and a 13 foot white granite shaft was erected to mark the place and its that shaft that has drew the attention of hundreds of thousands of river, rail, air and highway tourists and travelers.

It has afterwards been said, countless times, "that since Victor Trevitt was buried on Memaloose Island the Indians wouldn't bury their dead there anymore;" the implication being that the Indians had no more use for Victor Trevitt than the Christians had. But that is only half the story. The real story is that Trevitt's burial called to the attention of Christians and other whites alike that there were many Indian skulls on the island and other burial trophies. White cemetery thieves, some of whom belonged to our Dalles Christian churches, made so many trips to Mimaloose Island to steal Indian bones and relics (in violation of the Christian code in the Christian bible) that they (the whites) cleaned the island of everything. "Railroad contractor Haller's men in 1882 and 1883 stripped the island of many bones" according to Lulu D. Crandall's Chronicle clippings of 1926. The History of Central Oregon tells how "gunnysack-fuls of bones were shipped KLIKATATS KNOCKED DOWN by boat to The Dalles." The Indians not wanting their dead disturbed any more than do the whites, refused to use the island for burial purposes any more.

---Wm. Juker (son Jacob Juker of The Dalles) Fred Lockley's column, Oregon Journal Sept. 12, 1930, on file at the Portland public library; contributor of most of the above data.

GEORGE VAUSE

The biography of George Vause appears in the MUSIC chapter of this history.

GRIFFITH WILLIAMS

The biography of Griffith Williams appears in the music chapter of this history.

HERBERT G. MILLER

Herbert G. (Bert) Miller is listed among the outstanding citizens of Wasco county for his efforts in providing a market for charries through The Dalles Co-operative Growers' Association, which he managed for 16 years; and for his efforts in preserving the history of Wasco county by photography.

Bert was born in Illinois (1877) the son of George L. and Florence (Shanklin) Miller. He recieved his early school training in Nebraska, Chicago and Kansas. His father was a newspaper man and Bert learned to set type (1887-88) in his fathers shop. He survived the big blizzard of 1888 alone in a house for 3 days, and experience that any 11 year old boy would never forget! His mother died in (1894) Indiana and by 1899 he had served his apprenticeship in the printing trade and went to Stillwater, Minn. (1902-05) and then to Dillon, Montana where he went on the road as a salesman for the Unitype Co. He first came to The Dalles in 1906 and took over the management of the Chronicle, while still traveling for the Unitype Co. In 1907 and 1908 he spent in New Zeland and Australia in the foreign sales service of the Unitype Co. He returned to The Dalles in 1908 and bought the Chronicle and continued to publish it until 1915.

In 1909 he acquired his orchard property and gradually developed it. He married Louise Rush, the daughter of George Rush pionner merchant, in May 1908 and has lived in The Dalles continuously since that time. In 1916-17 Mr. Miller was with the Wittenburg-King Dry process food company who pioneered in potato chips and like dried foods here in The Dalles.

In 1918 he installed the printing department of The Dalles High school and continued to direct it until the close of the school year of 1926. A lot of boys and girls took that training who are men and women of this community today and they learned a lot about the philosophy of life and business management and principles during those 8 years.

In 1927 he became the manager of The Dalles Cooperative Growers Association. This cherry cooperative was in its infancy and created because growers were at the mercy of buyers who were taking advantage of the on-coming depression to force prices down as low as they could. Up to that time charries were mainly sold to canners, Ray Mailing & Bros. taking 500 ton. There was practically no fresh market and the barreling of charries was unknown. In 1928 Mr. Miller worked with Prof. Earnest H. Weigand of the horticulture department of Oregon Agriculture College in the use of sulphur dioxide and lime to bleach and preserve charries for the candy market, in the cooperative plant here, and those were the first brine packed cherries.

The next problem was to establish a market for those cherries. Italian and French cherries had always been shipped in to fill the glaze or candy market. To get any of that market meant a fight for a higher tarriff on imported cherries. W. S. Nelson of The Dalles Chamber of Commerce and Egbert Smith, representing the California cherry growers went to Washington, D.C., appeared before the tarriff commission and members of congress and secured higher import duties on cherries which provided a market for Dalles and cherries of other localities. Mr. Miller went to New York and found a broker who would market our cherries. Each year more cherries was barreled which helped to up the price of cannery cherries. By 1931 there were 3400 barrels of cherries, next year there were 7000 and that figure grew to 27,000 barrels in 1938 when the price canners offered dropped to 2¢ a pound; 27,000 barrels represents about 3000 ton and that year 2000 tons of cherries fell to the ground for owners who did not belong to the coop. The barreled cherries brought 3½¢. After 16 years service as manager of the coop H.G. Miller retired in August 1943, his place being taken by Allan Phillips who is the present manager. Two other cooperative cherry grower associations have since been formed. George Stadelman of the Stadelman Cooperative can be credited with establishing a fresh market for Dalles cherries which also helped to relieve pressure on the cannery market.

Bert Miller's hobby with the camera and his camera shop, one of the finest amateur shops in The Dalles, while not so well known as his cherry activities; has been devoted to preservation of historical photographs. In cooperation with The Dalles Camera Club he printed and assembled 50 albums of 27 very fine 8 X 10 photos. He presented one to the Oregon State Library at Salem and one to the Oregon Historical Society in Portland. The others he sold for the Camera Club. (A list of the pictures appears by title in the Historical Photograph chapter of this history). For these efforts in helping so many people Mr. Miller is listed among our most outstanding citizens in the 100 years of Wasco county history.

ROBERT L. MURRAY

Robert L. (Bob) Murray, dean of athletic coaches for schools, Legion and city from 1904 to 1950 has done more in promoting fine sportsmanship and citizenship among the boys and girls of The Dalles, through athletics, than any other man in the 100 years of our history!

Bob Murray was born in The Dalles (1880) son of Cornelius and Nancy (Roberts) Murray. His father worked for Joe Peters lumber company. Bob was educated in the schools of The Dalles and first worked for the railroad starting in as call boy then as brakeman.

In 1904 he began coaching football for The Dalles high school. In those days the rules of football was much different than now and the coach could BOTH play and coach the team. They played any teams they could find to play such as different Portland teams, Hood River, Dufur, Heppner, Goldendale. The Dalles team was known as "the invincibles" they just couldn't be conquered! Some of the players, besides Bob, were Guy Fagan, Ben Morgan, Guy Sexton, Nick White, Chas. Conroy, Ben Morgan; and most all of them played baseball too which made the whole team what we now term as "all-around athletes." When they went to Hood River and Portland to play they went and returned both by rail and steamboat. When they went to Heppner they went by rail but when they went to Goldendale or to Dufur it was by "wagonette" a large wagon drawn by 6 horses. On the trip to Goldendale the team would leave about sundown and travel all night arriving in Goldendale for breakfast and a bit of practice before the actual game on Sunday would start. Then they played a hard fast game, with no holds barred, literally walking all over their opponents. Those were in the good old days of Jim Thorpe when no one thought of getting hurt playing football! They had wooden ships and iron men, in those days, now we have iron ships and wooden men! After the game they went to quarters and cleaned up and to the boarding house for a bite to eat and then clamored aboard the wagonette and drove back to The Dalles through the darkness of Sunday night so they would be ready for classes Monday morning! They played for fun in those days, according to Guy Fagan and really enjoyed the trips. In playing Antelope they went out by train to Shaniko and by stage from there to Antelope "a short night ride" as the train got into Shaniko in the evening.

The "invincibles" lasted several years and from 1906 to 1910 Reed Alexander was the outstanding all-around athlete of The Dalles High school, as was Hollis Hunnington.

Regular Schedules in 1911

It was in 1911, according to Bob Murray, when regular high school football schedules were lined up. The Dalles played and beat Lincoln high of Portland that year and played Hood River, Pendleton, Baker and Dufur. This schedule, with some deviations from year to year, was the general picture.

First State Champions in 1914

It was in 1914 that Bob Murray's Dalles High school team first became what was acknowledged as Oregon state champions. That year they played the Chemawa Indians, St. James Athletic club, the Portland Academy, Pacific University whom they beat 56 to 7 and like scores among other opponents. The players on that team were Guy Elton and Hank Bernard on ends; Wilbur Hostetler, center; Ole Moore, Harold Ganger, Matt Duffy and Orville Gibson on the line and Bill Steers, Si Cohen, Johnny Harriman, Seward Philpot in the back. Bill Steers was the heavy punter who generally always punted in the 70 yard bracket. The Dalles always kicked off first. If the opponents steam rolled down the field, when The Dalles did get the ball Bill punted it back 72 yards or more so the opponents would wear themselves out bucking it back down the field again. After the opponents did that 3 or 4 times then The Dalles would open up on them. It was said the Bill Steers had the longest "stiff arm jab" of any football player in Oregon and a man's whole face would disappear in the palm of his hand while the head of the opponent would snap back like it was on hinges. He could dodge, run fast, zig zag and change paces without effort, it seemed. The line could always drill a hole wherever the signals directed and the back field was the "4-horsemen of 14". They too were invincible! Hood River was crushed 114 to 0 that year. Most of the players of this team played baseball, basketball and went out for track so they too were "all-around athletes" of the school. They learned their lessons from Bob Murray well and every player were afterwards fine citizens.

State Champions of 1920

The next state champion team Bob Murray produced was that of 1920, for the area outside of Portland. This team had Gene Wright, Marion Cochran, Wilson Jeffers, Enoch Chase, Orville and Dizzy Mann, John McLeod, Kneut Wernmark, Babe Lamborn, Wayne Wright, Bob Sanders and Frank Deardorff, who was the "Bill Steers" of this team. As Bob Sanders says, "it never seemed like Frank could run but he was always there with the ball just the same. When we played Salem they won 13 to 6 because they cut down the quarters without notifying The Dalles, to 12 minutes. The Dalles protested the cut and refused to acknowledge the game as lost because they had 3 more minutes to play and could have tied easily." At Everett, Wash. this team took a whopping 90 to 6 because Everett had older and heavier players much like our 1914 team.

The all-around athletes of this team were Frank Deardorff, Gene Wright, Marion Cochran, Orville Mann, Bob Sanders and Babe Lamborn. There may have been others which eludes our memory.

State Champions of 1923

Again in 1923, the team Wilbur Stadelman directed as quarterback were state champions. On that team Ron Van Orman, Horton Van Orman, Ole Jamison, Arol Bolton, Kenneth Cook, Bill Martin, Juell Carlson, Paul Schiller, Ted Gibson, Frank Cramer, Morie Cooper, Gerald Pattee, Frank George and Harold Davis, were well coached by Bob Murray. The all-around athletes of that year, as recalled by Bill Martin were Juel Carlson, Horton Van Orman and Kenneth Cook; and there may have been others.

The next state championship team produced by Bob Murray was that of 1928. The players were Tommy Ward, Val Gibson, Aurley Miller, Pete Miles, Paul Cyphers, Al Dizney, Jack McEchran, Ben Bartholdi, Lawrence Ulrich, Russel Sheffer, Abe Westland and George Stadelman. More than half of this team were all-around athletes participating in other school sports. According to the best recollections of Pete Miles the list included George Stadelman, Abe Westland, Al Dizney, Pete Miles, Val Gibson and Tommy Ward.

During the period from 1923 to 1929 several of the football teams were runner-ups for state honors and Audrey Miller and Alton Ingram were among the all-around athletes produced up to the time Bob Murray left The Dalles high school as coach in 1929. As soon as Murray left the coaching staff a law was enacted, "requiring high school coaches to have a college degree in education." As Murray was the only high school coach in Oregon without such a degree this legislation was in reality directed against him, which shows how much the teams he produced were feared by officials of opposing schools.

Being legislated out of the coaching staffs of the schools of Oregon Bob Murray then became director of non-school athletics in the community, including the city swimming pool, American Legion teams, town teams and privately sponsored teams which he is still active with. Bob Murray has made a tremendous impression on the boys and girls of The Dalles for the past 50 years and has no equal in producing better sportsmanship and citizenship in the community. In studying the history of Wasco county for the past 100 years we find that Bob Murray ranks among the first 50 of the most outstanding citizens in the 100 years of Wasco county history! The Dean of athletics in The Dalles was last May elected President of the Old Wasco County Pioneers Association, a fitting tribute to his unselfish devotion for 72 years to the old home town he loves so well.

Champions of 1941

The high school team of 1941 under coach McGinnis was an acknowledged undefeated team. The line-up on this team according to the best memory of William Dick was Ed Dick, Ben Holcomb, Eugene Schmidt, Keith DeCoursey, Jim Berwick, Homer Baker, Duane Smith, Dutch Scholtz, Henry Steers and Howdy Steers. The all-around athletes of this 1941-42 pre-war period were Ed, Wm., John and Roger Dick, Keith DeCoursey, Ben Holcomb and Lester Tibbetts.

There was no baseball nor track events during the war period from 1942 to 1946. Basketball was kept alive and football all but perished on account of any young man qualified to play football was generally classified by the draft board as good military material; and a football team composed of 4-Fers just couldn't be a winner even though it was against 4-Fers from other schools.

But after the war the 1947 high school team were state champions. According to the best memory of Gene Morrow some of the players on this team were, besides himself, Dick Wilkins, Phil Turner, Chas. May, Dale Browning, Don Erickson, Jerry Clements and Pete Stadelman; and from among these players the all-around athletes were Gene Morrow, Dick Wilkins, Chas. May, Don Erickson and Jerry Clements.

For 1952 the all-around and outstanding athlete was Eddie Urness who was hired as a baseball pitcher by the Boston Red Sox at a salary of \$8000 a year. If Eddie continues with the big leagues and makes good in the baseball world he will go down in the records as another one of Wasco county's most outstanding citizens; but it is too soon to give him that classification yet for many things may present his climbing to higher success.

In the 1890's Arthur Stubling was active in coaching both football and baseball town teams. That was the period before athletics was taken up in schools to any great extent. It was thought in those days that you went to school to get "something in your head" and if you wanted or needed exercise there was always plenty of wood to chop, gardens to hoe or other chores for the boy big enough to play football or baseball. Athletic events were left to Sunday picnics, fairs or special occasions, at least there was no money for schools to "spend on such foolishness." In the last 50 years the pendulum has swung over to the other side until today athletics comes first and education, if at all necessary in our higher schools, comes last. The high point in that trend seems to have been passed and we may look for economy demanding less attention to athletics and more to general education.

Edward Sharp remembers when athletic events were held on the old fair grounds between Kelley Avenue and G and 10 and 12 streets, in the 1880's, which included baseball, horse racing and some track events. Hometown teams like the firemen against the United Workmen or the Moose against the Eagles drew the crowds. Elmer Bettengin's father Al use to tell of the Mexican Bull fights that were held at 4th & Liberty by the Mexican pack train operators to the mines in 1859 to 1862 every Sunday in good weather. This gory event was very popular in The Dalles in those early days, nearly as popular as the free-for-alls fought out in the saloons with sawdust floors to absorb the blood, in the early days of The Dalles. The Irish soldiers from Old Fort Dalles never needed any reasons for a fight, all they needed was an opportunity. The Dalles had a long athletic history if only someone would take the time and effort to ferret it out.

FRANK WINK

There are a lot of people who may question whether Frank Wink, as an auctioneer, is one of the really outstanding men in the history of Wasco county. Frank is one of the best known men in the Mid-Columbia and Central Oregon areas today, a very friendly and democratic person that anyone can talk to, and with a heart just as big as he is. He was born in Iowa (1882) son of Peter Wink, where he received his early education and lived on a farm. The crop failures of 1934, together with the great depression of those years, drove many thousands of people out of the mid-west bankrupt by both of those factors. Frank was an auctioneer and had been an auctioneer since 1905 and is the oldest practicing auctioneer in Oregon today!

When Frank Wink came to The Dalles in 1937 the stockmen of Wasco county was at the mercy of all the individual buyers! Unless he trucked his livestock to Portland he generally took what the buyer offered. To illustrate the point Carl Benson tells how one buyer came out to his farm to buy a hog, about the time Frank first came to The Dalles. Carl sold the buyer the hog and requested permission to keep the hind quarters, which was granted. Later Carl got a bill from the buyer for the hind quarters he kept which was more than the buyer offered for the balance of the hog! and Carl had to pay the difference!

The Dalles was at that time (1937) the center of the Mid-Columbia area which raised around 100,000 head of livestock annually. To get that livestock brought to The Dalles for sale purposes took time. Mr. Wink started out at the old Jacob Scherer auction yard on west 6th. As the business increased more room was needed for pens and better pens of concrete with more loading and unloading room. Mr. Scherer was not willing to modernize his buildings and pens so Mr. Wink acquired acreage closer to Chenoweth creek and on highway 30 where he developed, with his sons Bernard and Donald, one of the most modern and up-to-date livestock auction yards in the northwest for its size.

Frank Wink's auction sales are held in The Dalles every Saturday. Livestock men from all 5 of the Mid-Columbia counties bring their animals to The Dalles for auction every Saturday and these are not all for they come from the coast, Yakima, Portland, eastern and central Oregon. Now the buyers bid, mostly by the pound but sometimes by the animal or small herd, for livestock offered for sale. The Portland and California buyers are right in the ringside along with local buyers all bidding together for livestock. The farmer therefore gets a far better break than he did in the old days, especially the small man who had only a few animals. It is these wide benefits that Frank Wink and his sons have brought to the livestock men of the five Mid-Columbia counties that marks Frank, Bernard and Donald Wink as outstanding men in the history of Wasco county. Frank Wink's wife was Maude Davis and she as well as the wives of the Wink sons are bookkeepers who take in the money or pass it out, as cash transactions for both buyer and seller, each business day. Cash for sale of livestock was not always forthcoming in the old days before Mr. Wink's yards.

In addition to The Dalles auction yards the Winks operate yards at Redmond for the benefit of the Central Oregon farmers and livestock men, with sales in the middle of the week up there. About 1500 head of livestock pass through each auction yard each week and this figure is gradually gaining as the popularity of the yards increase.

In early June each year The Winks turn over their auction yards for the FFA and 4-H Fat Stock show and sale. They help the young boys and girls of the Mid-Columbia area. Their auction pens then become show pens for hogs, sheep and cattle, sponsored by the Eastern Oregon Wheat League. After the judging the prime livestock is auctioned off to buyers by the Winks and the prices are generally higher than regular market quotations. A lot of "future farmers" and future livestock men are NOT going to forget that pleasing gesture of friendship the Winks show them each year.. If you don't know the Winks you have missed knowing some of your finest neighbors in Wasco county. They have re-established The Dalles as a "trading center" for livestock a prestige lost with the construction of the railroad in 1882.

ROY T. JOHNSON

Roy T. Johnson, Public Utility Director and cherry orchardist, was one of the 4 Horsemen who brought cheap electricity to The Dalles; and brought electricity to the farms of Wasco county when the local private power company refused to expand their lines and serve the farms (see the Story of Electricity in this history).

Roy Johnson was born in Goldendale (1891) son of Lewis Johnson (a Civil War veteran) and Eunice (Lake) Johnson. He received his early education in The Dalles and followed farming as an occupation and was for 30 years a Rural Mail Carrier on all the rural routes out of The Dalles. He has been a member of Cherry Park Grange 25 years and when the Grange became interested in electricity for the farms, homes and irrigation Roy was in the front ranks pushing for it where he has been ever since. For his efforts in bringing electricity to our farms and cheaper power for The Dalles we are listing him among the most outstanding men in the 100 years of Wasco county history.

He married Hattie Ford, daughter of H.M. Ford and their children are Eunice (Mrs. Arthur Wisner) of Guam; Hazel (Mrs. Vern Wilcox) of Ellensburg, Wn.; Georgia (Mrs. Jack Busie) of The Dalles; Robert of Mosier and Kenneth of The Dalles.

Roy is just as fine a neighbor as you will find in Wasco county and always takes time for friendly counsel on our many problems. His accomplishments can never be forgotten, the lantern has been replaced by him on the farms, with electricity. He helped give the housewife electric lights and others electrical comforts she will ever be thankful to him for.

HOWARD R. ROBINSON

Howard R. Robinson was another one of the 4 Horsemen who brought public power to The Dalles and to the farms of Wasco county when the local private utility refused to expand their lines to serve our farms. Howard Robinson at that time was a member of Chenoweth Grange and Wasco County Fire Warden and lived at Rowena. When the Granges became interested in taking advantage of Bonneville power to reduce the cost of electricity in The Dalles and bring power to our farms for pumping, lights, general tasks and the house appliances, Howard Robinson was in the front ranks and helped fight some of those early disheartening battles.

Howard Robinson was born in Vermont and spent his early life in Canada and some of his early schooling at Yahats down on the Oregon coast where he later taught school in 1914. He was a resident of The Dalles about 12 years before he went down to Depot Bay where he is now a grocery merchant. He helped circulate the original petitions for the PUD and helped form the PUD which has knocked 20% off our power bills at a time when power costs have been advanced by the local utility in other places without a PUD. Yes Howard Robinson will always be remembered by the farmers of Wasco County as one of the most outstanding men in our 100 years of history for bringing power to their farms.

WALTER R. BAILEY

Walter R. Bailey, like Roy Johnson and Howard Robinson, was another one of the powerful 4--Horsemen who brought electricity to the farms of Wasco county when the local private utility refused to expand their lines to serve the farms. Before that electricity could be brought to the farms, a Public Utility District to be responsible under the law for its distribution, had to be formed. Walter Bailey was a member of the Mill Creek Grange and he was out in front pushing the public power movement for his friends and neighbors.

Mr. Bailey was born (1888) at Steptoe, Wash., son of Frank and Olive (Young) Bailey. He was educated at Parkplace and the University of Oregon and came to The Dalles in 1923 engaging in the fruit business. In 1938 he became manager for the Columbia Fruit Growers Cooperative. He married Mable Withers and has son Don of The Dalles, director of school district 12; Jack and Jerry of The Dalles and Bonny (Mrs. Paul Murdga). Mr. Bailey was for years a director of school district 12; a director of the Mid-Columbia Productive Credit Association and Master of the Wasco County Pomona Grange.

For his efforts in bringing cheap electricity to The Dalles and the farms of Wasco county where it has benefitted every one of our 16,000 friends and neighbors, Walter R. Bailey will always be remembered as one of the most outstanding men in the 100 years of Wasco county history.

CHARLIE HARTH

Chas Harth was the 4th member of the 4-Horsemen who brought cheap electricity to The Dalles and to the farms of Wasco county at a time when the local power utility refused to expand their lines to serve the farms of Wasco county. He was for 26 years Treasurer of Wasco County Pomona Grange and when the subject of the need for a Public Utility District to be responsible under the law for relieving and distributing Bonneville power, was first brought up and discussed, Charlie, who had lived for many years on a farm without electric power was 100% in favor of the movement, talked for it and worked for it until the PUD was formed and then got back of the REA to help with the distribution to the farms. (See story of Electricity in this history).

Chas. Harth was born (1877) son of George and Phoebe (Simms) Harth in South Dakota where he received his early education and at Madison, Wis. He came to Scappoose, Oregon in 1891 and to the Columbia district of The Dalles in 1894 where he farmed up to about 4 years ago when he sold out to Earl Meeker. For a while during World War I he farmed at Tygh Valley.

Chas Harth's efforts in forming the PUD and the REA to bring power to the farms of 5 Mid-Columbia counties, benefitting more than 30,000 people of that area makes him another fine friend and neighbor who is another one of the most outstanding citizens in the 100 years of Wasco county history.

These 4-Horsemen of the Public Power and REA movement were assisted by the 8 Granges of Wasco county and the Grange membership; by The Dalles Optimist, a friendly newspaper most always on the side of the people; and by the Public Power and Industrial Club headed by Alf Wernmark, President and such active members as Charlie Foster, Wm. Seufert, Chas. Hampton, Eric Johnson, L. V. Broughton, Jess Ott, George Newhouse, Cecil Byers and many others. (See story of Electricity).

ERIC JOHNSON

Eric Johnson, Manager of both the Public Utility District and farmers R.E.A. power company, is a native son of the lower 15 mile (Fairbanks) district, the farmer son of Otto Johnson. He became the REA manager Oct. 28, 1940 which has grown into a \$2,000,000 business serving 1400 customers (farms) with 1000 miles of lines in 5 Mid-Columbia counties. He became P.U.D. manager Nov. 1, 1951 which serves about 800 customers in The Dalles. Eric is the business manager and "wheel-horse" of the public power and REA movement and 30,000 people in the 5 Mid-Columbia counties will always remember him as one of Wasco County's most outstanding men for bringing power to their farms.

CAPTAIN ARVID LEPPALUOTO.

Capt. Arvid Leppaluoto manager of the Inland Navigation Co., River Terminals and allied companies, with their 10 tugs and 35 barges have brought about lower costs in cheap water transportation which is reflected in the low rates we pay for gasoline and oil products, saving Mid-Columbia users many millions of dollars annually; and the keeping of wheat transportation costs down for the farmers.

Capt. Leppaluoto was born in Astoria(1908)and grew up in the towboat business around Grays Harbor. He holds a Master Pilot's license, a Chief Engineer's license and an airplane pilot license. In 1935 he operated the tugs Ostrander and Mystic in coastwise and log towing service. Next he assisted the Corps of Army Engineers in Columbia river channel improvement work between The Dalles-Celilo canal and Umatilla with his tug Mystic the first screw-propelled tug above The Dalles in 1936 and doing some general towing work on the Columbia. His tug Ostrander brought the first tow of logs through Bonneville locks upon their completion in 1936. In 1938 he moved his first load of wheat with the Mystic from Roosevelt, Wn. In 1939 bulk wheat was handled.

In 1943 the River Terminals started building the present "shipyards" and office and warehouse at The Dalles under his direction, and started building barges here. The tug Winquatt has a 4050 horse power rating for river and ocean service while the Ostrander is 220 H.P. The Imnaha on the Snake is rated at 190 H.P. The Wenaha will have 330 H.P. for Snake river service with mail, passenger and freight capacity. The barges rate from 500 to 4000 ton capacity and some of them are combination wheat and petroleum barges.

Capt. A. Leppaluoto was elected president of the Portland Area council of the Boy Scouts of America in 1952 the first time in 30 years that a non-resident of Portland has been elected president, and he made a trip to Valley Forge with the scouts. This rise was made after he became chairman of a Cub Pack at Joseph Wilson school then in 1949 chairman of The Dalles district, then a member of the National council representing Oregon, Washington, Idaho, Montana and Alaska. He is one of the very very few business men who can and will take time out to devote to the boys and the Boy Scouts of Wasco county will always remember Capt. Leppaluoto as one of the most outstanding men in the history of Wasco county for his unselfish service to their cause.

We grown-ups, who have to watch our budget in these days of high taxes and 50¢ dollars, will remember that the good Captain kept the price of gasoline down for our gas buggies, when other costs went up--including gas in other places which he did not serve; so naturally we car owners recognize him as an outstanding man for a different reason than the scouts do. Then there is the farmer who is faced with increasing rail rates. He thinks Capt. Leppaluoto is an outstanding man because he kept wheat transportation costs down. Now that it is called to our attention we all think the good Captain is not only a fine friend, neighbor and leader but is just as great a man as has ever lived in Wasco county.

JOAQUIN MILLER, Poet of the Sierras

Of all the items published on Joaquin Miller, the Poet of the Sierras, few, if any, can be found mentioning that he was ever a resident of Wasco county, but while he lived at Canyon City 1863-1867 for at least one year of that time Canyon City was in Wasco county. He was born in Indiana(1841)and came to Oregon in 1852 as a lawyer, being admitted to the bar before age 21. He brought one law book to Oregon and two 6-shooters. Since nobody was interested in law he established a Pony Express service from Walla Walla to Millersburg, Idaho and later from Lewiston to Millersburg. They(he and George Massman)changed horses 5 to 10 times daily, rode at desperate speeds on Indian ponies--almost living on horseback, with little food and less sleep, but the business did NOT pay. Trails became snowbound in the winter and rivers icebound. Their service was simple, equipment was cheap, the job full of hardships, long riding hours, day and night work in all kinds of weather, with desperate as well as good men on the trail to Grangerville.

He gave up the Pony Express and went to Canyon City in 1863 and became editor of the paper at that place in which both he and his wife published their poems. His wife was considered the best poet of the two at that time and he said, "it is rare for poets to abuse the English language like I have done"- quoting Gen. Beal a Miller critic of "Kit Carson's Ride." In 1866 he was elected County Judge of Grant county. He was editor of the Eugene Register before he went to Canyon City and through his work on that paper met and married Minnie Myrtle poet of Port Orford and they had 2 sons who disappeared. Previous to that he had married a Yreka Indian princess who died. His 3rd marriage was to Abby Leland and they had a daughter Juanita. In 1870 he went to England where poets acclaimed his work and came back to America a "new found American poet". His Piedmont Hills, Calif. home at Oakland became a mecca for American poets from 1887 to his death in 1913. He was one of the most outstanding men in the history of Wasco county; another fine neighbor and friend.

His poem WOMAN was one of his best contributions; we quote in part:

Be a woman, naught is higher	But deep in the walled-up woman's heart	No troops nor bivouac song
On the gilded list of fame,	Of the woman that would not yield,	No banner to gleam or wave;
On the catalogue of glory	But bravely, silently, bore her part,	Her battles last so long,
There's no higher, holier name .	Lo, there is the battlefield.	From babyhood to the grave.

JOHN EDWARD KURTZ

The story of Ed Kurtz and the American(Railway)Express Co. is one of the best stories about The Dalles in our 100 years of history. John Edward Kurtz was born(1863)at Joanna, Penn. the son of John and Harriett(Gabriel)Kurtz. He recieved his early education in his old home town and left for the west in 1879 as a railroader, then entering the railway mail service on the Omaha to Ogden run which was later shortened to Green River, Wyo. and then to Cheyenne and Cheyenne to Ogden;and when the Oregon Short Line railroad construction was completed west to Hunington, Oregon(1886)the run was from Green River to Hunington for a short time. Then the Oregon Railroad and Navagation Co. pushed their lines east from Umatilla through Pendelton, La Grande, Baker to the connection with the O.S.L. at Hunington(1886).

This connection was bad for railway mail clerks for their run was again lengthened Omaha, Neb. to Green River, Wyo. and Green River to Portland, Oregon. These two runs, both worked by Ed. Kurtz was the longest, hardest, dirtiest and roughest runs in the U.S! and very few railway mail clerks could stand the physical wear and tear on the human body very long and live to talk about it! But Ed Kurtz did!- until it was shortened from Portland to Pocatella, Idaho which helped a lot.

Ed. Kurtz was on the Portland to Pocatella run for a good many years, according to Henry Bertrand, and Ed used to tell about how he and the other clerks watched the setting out of a prune orchard near Payette, Idaho(near the Oregon border); they watched the little trees grow into a nice looking orchard. Ed always wanted to own a little orchard so he bought 20 acres of those prunes. The orchard turned out to be worthless seedlings, planted solely to sell by unscrupulous real estate agents! The story proves that he was on that run for at least 7 or 8 years, possibly more.

The run was later shortened from Portland to Hunington(its now Portland to Baker). He married Elizabeth Bently in 1887 at La Grande which shows he was in that part of the country shortly after the completion of the railroads into Hunington, and most probably as soon as they were completed. On his many many runs through The Dalles he became very much impressed with the type and quality of fruit grown in this locality and shipped by express to eastern points, there being no parcel post mailing in those days.

He left the long grueling railway mail run to become an express messenger for the Pacific(Fruit) Express Co. which operated over this line from Portland to Omaha from 1882 to about 1908 when the American Express Co. took over; they operated to about 1837 and since that time the business has been known as the Railway Express. The Dalles directory of 1883 shows the Wells Fargo and Northern Pacific Express companies doing business in The Dalles and other older directories show them here in the early 1860's(see Under Pony Express and Stages). In those days(1880's and 1890's)the railroad express companies did all the fast parcel post or package shipments of small lots which included boxes of fruit, iced shipments of fish and other perishables. Slower articles were sent by rail and boat shipment. The Pacific Express company in those days did more business in one day than it will do in a month now. The main reason is that when the government started parcel post service with their low rates, which never did cover the cost of the service, all the government needed to do was take the difference out of federal taxes; but the Railroad Express companies don't have access to the taxpayer's pocketbook so they have to depend on higher shipping rates. As their rates went up their business dropped off and went to the post office parcel post service. That made the "postal deficit" a little greater so they dug a little deeper into the taxpayer's pocket instead of raising rates enough to cover costs of the service. That type of government taxpayer subsidized competition was and still is very unfair to this private business. Congress has raised parcel post rates some and they should go up more until the express companies can once again give parcel post service to their city customers.

The Express Company Robbery at The Dalles

Express messengers in the "Gay '90's" ran from Portland to Hunington and return, quite a bit shorter and easier than the railway mail run to Pocatella and return. There was no future or any "retirement plans" for old or disabled railway mail clerks, except the poor house in those days. An express messenger could expect advancement to an agency if he was honest, faithful and dependable, sober, alert clerk prepared for any advancements when they were open. He had been on the Portland to Hunington run quite a while when one night a shipment of \$14,000 in gold was shoved in the car, under Ed. Kurtz's care, consigned to French & Co. banker at The Dalles. Mr. Hill and his night clerk at The Dalles recieved the shipment, locked it up in the old express office at First and Madason streets and went home, so the story goes; and during the night the express office was robbed! This was about 1896.

The telegraph wires were just red hot and popping with messages about the robbery. Detectives of the Pacific Express company and the railroad swarmed into The Dalles for investigation. The local police and sheriff were in a very hot spot. Nothing was left unturned. The loot was found buried in a hole on the vacant lot just west of the old Cosmopolitan hotel which was located on the north side of First between Court and Washington streets. Two local men went on trial and one was sent to the penitentiary at Salem for the robbery. (The record of the trial is on file in the Wasco county clerk's office. We don't want to hurt any family's feelings but publishing names).

Ed Kurtz went on east with his train in the blackness of that night but a wire at Pendelton instructed him to turn his duties over to a relief messenger and catch the next train for The Dalles to help with the robbery solution. He gave officials all the help and evidence he could which helped lead to the finding of the \$14,000 in gold and its safe delivery to French & Co.

Mr. Hill was relieved as agent for the Pacific Express company, as a result of the robbery, and Mr. Kurtz was appointed agent to take his place and he remained as agent of the company until after 1910, Wm. Seckler, bookkeeper for Porter Bros. became the next agent. Besides Henry Bertrand some of the other employees who worked under Ed Kurtz for the express company were Nat Gorman, Clarence Patton, Henry Riddell and Earl Vickers. Henry Bertrand, who supplied some of this biography, was both day and night clerk under Mr. Kurtz. Henry was born in France (1887) and came to America (1894) where he received some of his early education in Connecticut and at Prineville, coming to The Dalles in 1906 and has been here ever since. He married Laura Foster who died of flu in 1918 and their children were Louise (Mrs. Joe Miller) Terrebonne; Henry of San Francisco and Elizabeth of Seattle. Henry now operates a news stand at the post office and he recently lost his "seeing-eye dog" Paula.

The Dalles directories of the 1900-05 period show that Mr. Kurtz, besides being the express agent, was the manager of The Dalles Fruit Pacing Co. which shipped annually around 83,000 boxes of fruit from The Dalles all over the U.S. by express. This fruit represented 1,000,000 express pounds (34 cars) and The Dalles Fruit Growers' Union shipped 25,000 boxes of peaches through Mr. Kurtz, as their agent, to all points in the U.S. and many were shipped by individuals also. This netted an income to growers of \$125,000 (1906), (\$750,000 1952). Apples sold at \$2.50 a box then and top cherry prices were 8¢ a pound, peaches brought \$1 a box. These prices were obtained by Mr. Kurtz and this market developed by Mr. Kurtz and the farmers of that period regarded Mr. Kurtz as one of the outstanding men of the county at that time for developing a sales market for them and handling their products.

From 1904 to 1913 Mr. Kurtz was treasurer of Dalles City. He was city marshal and police commissioner 5 years. He was President of the Business Mens' Association in those early years. He was a member of the Columbia Hose and Chemical Co. of the local fire department from the time he came to The Dalles until they were disbanded. He was buyer and receiver for different fruit companies until after the organization of the local fruit cooperatives and operated a small orchard of his own out 3 Mile way. He was a director of school district 12 from 1921 until his death in 1939. His children were Alice (Mrs. J. Arthur Riggs) of The Dalles; Laura (Mrs. Earl Doan) of Seattle; Dorice (Mrs. P. Baer) Marshfield; Margarite (Mrs. Earnest Peck) Hoquiam, Wn.; Ruth (Mrs. Earl Phettyplace) The Dalles.

Other Local Express Employees

Some of the other express agents were Herbert Stoneman, now supervisor out of Walla Walla, Al Moss, Al Obermiller, C.G. Bertrand, twice local agent, Harold Christensen, John Conklin and the present agent Wm. Robinson.

Besides the employees listed above some of the more recent ones were Joe Kasberger, athletic coach of New Jersey; Bill Steers, famous Dalles and University of Oregon athlete; Harold Ganger now of San Diego; Curley Ober; Barney Pashek of Spokane; Homer Herriman of The Dalles and Fred Wegner who has been with the company since 1919, 33 years.

This is a fine record of a lot of friends and neighbors of ours that we are proud of.

OLD BESS, the Faithful American Express Horse by Ruth Sheldon 1924

Since 1916, Bess, the American Express horse at The Dalles has never missed a Christmas but now her friends are missing Bessie for she has "retired", her days or work are over. For 8 years she plied her gentle way in snow storms, fog, rain and sweltering sun, or waited in front of shop windows nudging the passerby as a hint for the sweets she was fond of. Fred Wegner, her driver, never had to tell Bessie where to stop for she knew all their best customers. At the Royal Cafe she knew the tables within had bowls of sugar and by stamping her well shod foot and tossing her pretty head, with alert ears and pretty eyes, she would gain attention, and if not would climb upon the curbing and stand across the walk blocking all traffic until George Fitzgerald or Tex Maynard or Mr. Green would come out armed with sugar or confection to coax her back off the walk. She was fond of pie, cake, apples, carrots and their consumption caused her to put on too much weight and she would have to be sent out to pasture to reduce.

She was a Percheon filly from the Ruby Stock farm at Fairview and she was troubled with colic in her final years from "overindulgence on 2nd street sweets" and that together with foot trouble caused the express company to sell her to the fox farm for fox feed. But one of Bessie's old horse-loving friends Malcolm Moody (ex-Congressman) learning of Bessie's "retirement" to the fox farm wrote H.B. Smith, superintendent of American Express horses in Portland, asking him to permit him (Moody) to retire Bessie to one of his farms at Dufur where she would have no work to do and would receive the best of care for the rest of her days. Mr. Moody's letter was referred to the San Francisco head office and A. Christeson, vice president for western departments wrote, "the authority for turning Bess over to you has already been granted. Your action is so unusual that it is evident from letters reaching us from our agent at The Dalles, that Bess has endeared herself to the community and it is with pride that we turn her over to you where she will not wish for a better end."

Bess was taken to Dufur over the old soft dirt Dufur road to the Moody ranch occupied by Angus McLeod (afterwards county commissioner) and he says Bessie is already "queen" out there with a number of other horses for playmates; while her friends in The Dalles will tell their children stories about Bessie, "the Darling of The Dalles."

---The Dalles Chronicle December 7, 1924.

C. M. LOCKWOOD

Another one of our pioneer neighbors who became one of our first outstanding men was C. M. Lockwood operator of The Dalles to Salt Lake City Stage and Express line in 1866, 67 and 68. There mere mental picture of the torture the human body would have to endure to make just ONE trip in a Concord horse-drawn stage coach over our dirt roads from here to Salt Lake City in 1952 would put a person in the hospital; but Mr. Lockwood and his drivers made that a daily business! It was 800 of the toughest, roughest, bumpiest, dirty, dusty or muddy miles, over great mountains, deserts, rivers, creeks; through country infested with Indians, rattlesnakes, bad water, wild game or blinding rain or snow storms, or the blackness of night or withering heat of the day that they took their stages and precious human loads! In this day and age of airplanes, foam rubber pullman cars, easy riding automobiles and smoothe ribbons of concrete to run them on it is hard for us to draw a mental picture of a wagon without springs being drawn, on the run, over a rock-strewn trail in the blackness of night, with passengers strapped into their seats in order to be kept from being pitched bodily out of the doors! That was the stage service from The Dalles to Salt Lake city in 1868 and passengers paid \$240 for a one-way ticket over that 800 mile cow trail which emigrants called "The Old Oregon Trail."

It wasn't near so grueling to make the trip in an emigrant schooner at 2 miles an hour, or by saddle pony or on foot; but to be strapped into a stage coach seat and have your eye teeth shaken out and have to pay \$240 for the privilege besides was what made "hair grown on the chest" of stage coach drivers and their passengers of those early days! It is no wonder that passengers preferred a sea-sick trip of 4 months down around the tip of South America in an old sailing vessel than to have hell shaken out of them by an 800 or 1000 mile stage coach trip between The Dalles and Salt Lake City in those days. If they wanted to endure the trip on to Atchison, Kansas the fare was \$540 from The Dalles, one way!

With this picture in mind the reader of 1952 will have a greater appreciation of the life and hardships endured by C.M. Lockwood and other stage and freight line operators of that period. We don't know where Mr. Lockwood was born in 1835 nor anything about his early life. The Times-Mountaineer reported that he started out in 1864 from The Dalles to Canyon City with ONE Ox-team as a freighter to the mines. That was the first year any road was open from here to Canyon City by Scherars Bridge and Mitchell to Canyon City. Before that supplies were carried by pack train and without doubt Mr. Lockwood operated one of those pack trains in order to be familiar with the route, its mountains, rivers, creeks, Indians, snakes, trails, people and other general problems confronting a pioneer freighter.

We know too from the records (see under stages) that Ben Holliday was given his first contracts for mail and express between Atchison, Kan. via Denver, Salt Lake to California in 1864; and he sub-contracted from Fort Hall, Idaho west to The Dalles where he made connection by boat for Portland. John Hailey and Greathouse were the sub-contractors who held the run for 2 years until our pioneer Dalles friend C.M. Lockwood took the contract under Ben Holliday, in the place of Greathouse, retaining John Hailey as general manager or superintendent of the Fort Hall section of the Northwest Stage Co. From Boise west he was associated with Teal and Goldsmith and on this western section they monopolized practically all the freighting and passenger (stage) business; he contracted the mails from The Dalles to Salt Lake City, according to the Times-Mountaineer of The Dalles and their rates was high enough and business good enough that they made \$400,000 in 6 years from 1864 to 1872 (more than \$1,000,000 1952); but in so doing, the Mountaineer continued, Mr. Lockwood worked day and night, in all kinds of weather, under tremendous hardships that would take the heart right out of the biggest of men, - he wore himself out and died in Detroit, Mich. where he sought medical aid from PARYALISIS in 1873 at the youthful age of 38!

"He was a man of GREAT ENERGY and determination; a fine gentelman-respected by all," continued the Mountaineer, "and he leaves a wife and 2 children." One of the children, Lucy, died in The Dalles the following July 4, 1873 and is buried in the old Masonic cemetery here, according to the records of Lulu D. Crandall on cemeteries. C.M. Lockwood underbid Wells Fargo in 1868 and his western section became known as the Utah--Idaho--Oregon Stage Co.

With the completion of the Union Pacific railroad to its junction with the Central Pacific at Promatory Point in 1869 the Utah terminal for Lockwood's stages, mail, freight and passengers was shortened from Salt Lake City to Kelton Junction, Utah. In 1866 Wells Fargo bought out Ben Holliday (see story under stages) and assumed the Holliday contracts which C.M. Lockwood underbid them and got, as mentioned above. Finally The Dalles to Kelton run apparently became too much for Mr. Lockwood's human ability to supervise and in 1869 John Haley was given part of the contract until 1870 when the line was sold to the Northwest Stage Co. who operated it until 1874 (after Lockwood's death) to Boise, when the Rocky Bar (a good name) line took it over. John Haley continued to handle the contract for the Northwest Stage Co.

The problem of maintaining stage and freight stations with horses, feed, men, equipment, supplies, making of repairs, fighting storms, snowbound conditions, sick horses, travelling horseshoers, highway bandits for 800 miles would take the heart out of the stoutest man! Just to keep dependable drivers who could withstand the battering the road gave them was a problem in itself. Keeping horses shod and supplying the shoes was no little problem. Shipping grain and hay to horse stations, hundreds of miles from nowhere, would scare a 1852 man! Raising and supplying good horses was another gigantic problem! We don't believe that anyone will question the greatness of C.M. Lockwood and John Haley, 2 more of the outstanding men in our history.

CAPT. ROBERT R. THOMPSON

When Capt. Robert R. Thompson first came to The Dalles and filed on his donation land claim in Thompson's Addition to The Dalles, on property adjoining the writer of this history, he and his family were so poor, according to the writings of Lulu D. Crandall that the children had to herd sheep and cattle to help make the family living here in 1854. He was a member of the early 1845 emigrants who settled in the Willamette valley because there was nothing at The Dalles except the Methodist mission, no place to buy supplies or trade. As soon as settlement was permitted here in 1850 Mr. Thompson returned with his family.

He started out with Orlando Humason, in the river boat transportation service on the upper Columbia. He and Mr. Humason went out to Dufur where they built the Mountaineer, the only known river boat ever built at Dufur, and towed it by oxen and rollers on planks from Dufur to the mouth of the Deschutes where they successfully launched it and operated it as a sort of a sail boat, with oars and an Indian crew, between Deschutesville (at the mouth of the Deschutes) and Umatilla and Wallula. They carried enough merchandise and at high enough rates to pay for the boat the very first trip! From then on the Mountaineer was all profit and they used those profits to build the Col. George Wright at Deschutesville, a steamer of good qualities which was a regular gold mine, carrying freight at \$80 a ton from the Deschutes to Wallula for the miners and early Walla Walla merchants; and all the passenger space was generally taken at equally high rates.

To get their cargos up to Deschutesville they built some of the biggest freight wagons in The Dalles that ever operated in the west and they charged \$15 a ton to haul freight from here to their boat at Deschutesville. They had more business than they could take care of so they built another steamer the Tenino at Deschutesville so they could have a boat leaving every morning for Wallula. And still the profits rolled in from the three gold mines they had to milk the miners with. Capt. L.W. Coe of Hood River and The Dalles operated the Wright.

Then in 1862 the Oregon Steam Navigation Co. bought them out, some cash and lots of profitable stock in the O.S.N. and for the next 20 years the profits continued to roll in as they had an exclusive monopoly in the steamboat business on the entire river and set their own high rates and really went to town (see story under Lure of River and Boats). No one knows what the family was worth when the OSN sold out to the railroad in 1882 and moved to Portland where they invested in real estate.

The Thompsons continued to live in Portland and San Francisco until Mr. Thompson's death in San Francisco in 1907 when the Portland Oregonian reported Mrs. Thompson was left with an estate valued at \$2,500,000 (about \$7,000,000 1952) which included the block housing the Multnomah hotel, a half block at 2nd & Davis, half of the Fleischner-Meyer block, 3/4 of a block on Front street from Pine to Ash, 34 acres on White House road, 1/4 block at 3rd & Ash, a farm in Yamhill county worth \$80,000, Tacoma, Wn. holdings worth \$30,000. Their son Robert H. Thompson lived in Portland and helped his mother manage the Portland holdings. The other children: Walter, Frank, Eliza (King), Mrs. S.A. Pollock, Mrs. Lillian Yates and Mrs. Ivy Borden all lived in San Francisco. The Multnomah hotel is still part of the Thompson estate.

Robert R. Thompson was one of the 4-Horsemen of Columbia River Transportation in the old steamboat days. The others were D.F. Bradford, J.C. Ainsworth and S.G. Reed. The life of R.R. Thompson was like an Arabian Night story! Everything he touched turned to gold! He never made an investment but what brought him in more money! The acres of Diamonds was surely in his back yard, a man so poor when he came to The Dalles that he was a trucker for Bradford in his warehouse, his children were shepherders and his wife took in washing. He died a multi-millionaire at 88 and was truly one of the most outstanding men in the 100 years of Wasco county history.

CAPT. W. P. GRAY

In the River Boat section of this history will be found the stories pertaining thereto and as we have read the history pertaining to river steamboating, the name of Capt. W. P. Gray stands a way out in front of most of the others. He was born in Oregon City (1845) and the first boat he handled was the Sarah Gray from Deschutesville to Wallula (1860-61) which made 3 trips a week.

He then went to Alaska where in 1877 he operated the Stilkeen from Ft. Wrangle to Telegraph creek. Then he took the St. Michaels (1899) from Seattle to Alaska on the inside passage. While in Alaska the first time he piloted the Nora from Dawson to Whitehorse on the Yukon on a pitch dark night! and on a river he had never seen before! On the upper Columbia here in the 1860's he ran the Ellensburg over Rock Island rapids up to the Okanogan mines where no other Captain had ever put a steamboat. He had a reputation for being able to operate a steamboat where an Indian would be afraid to paddle a canoe! and he never lost a boat in all his career. He had no charts or marks in the Columbia or any of the other rivers to go by or lights at night! He could tell by the sound of the paddle wheel, as the blades struck the water, how deep the water was under the hull! He could tell by the current how safe the water was! At night, when it was pitch black and no lights he could still tell by the echo of the whistle and the paddle of the wheel just where he was at in the river! Capt. Gray was truly one of the most outstanding captains in the steamboat history of the Columbia river.

JOEL PALMER

Joel Palmer the "trail blazer" came out to Oregon with the Samuel K. Barlow train in 1845. Joel Palmer and Dr. Marcus Whitman were probably the two best loved men in early Wasco county and Oregon history! Every word written and every word spoken about these two men were well spiced with praise that was sincere and came from the depth of the heart! These two men were the George Washington and Abraham Lincoln of Oregon history! There is no words at the command of this writer suitable as eulogy.

Joel Palmer was born in Canada(1810)where he spent his early years and in 1836 he married Sarah Derbyshire of Penn. He was a contractor on the White Water canal at Cedar Grove, Ind. and an Indiana legislator and farmer. On the trip out to Oregon with Samuel K. Barlow he came alone, leaving his family in Indiana. He kept a detail diary of his trip, needs for the journey, perils to prepare for as well as his experiences.

He helped Barlow find the passage over the Cascades from Wamie to Sandy, appeared with him before the Provinsial legislature at Oregon City asking that body for permission to build and collect tolls on a toll road over the Cascades; which permission was granted Barlow altho Palmer never participated in the revenues recieved therefrom.

Joel Palmer returned east in 1846 to get his family and bring them out, and he published his diary, or the main parts thereof and circulated thousands of copies as a guide for emigrants to follow over the Old Oregon Trail. It gave all the details necessary for a successful trip across the U.S. by wagon; the amount of food, what kind, clothing and kind, type of wagons, spare parts, oxen vs horses arguments, necessities to farm with, extras for sale or trading purposes, guns, amount of ammunition, medicine. Palmer's Guide of 1846 was far better known in Missouri in those days than the best auto guide ever published!

In 1847 he brought his family out to Oregon and lead the emigrant trains. All the emigrants wanted to "travel with Palmer", which was not possible. He supervised the splitting up of the trains under other Captains. That shows how greatly he was loved and admired as a leader. The trip itself was uneventful, no Indian trouble, few deaths and injuries, no starvation, very little wagon or road trouble! He settled at Dayton. Later Governor Abernethy made him Quarter-master General of troops during the Cayuse Indian War following the massacre of Dr. Marcus Whitman and 8 of his party at Walla Walla November of 1847 shortly after his train passed through Walla Walla. After the troops returned from the Cayuse Indian war Palmer led a group of men to the newly discovered gold mines along the Feather river and Yuba river districts of California.

In 1853 he was Superintendent of Indian affairs for Oregon and made most of the famous Indian treaties of 1853 and 1854 in eastern Oregon and in 1856 help gather the Indians into the various designated reservations. Along in the 1870's he built a passable wagon road down the south bank of the Columbia river from Hood River to the Sandy and operated ferries over both of those rivers! When one looks at the Columbia river gorge and realized, that even a cow trail could have been put down the south bank, he shakes his head in dizzy wonderment. How could any man in 1870 put any kind of a trail down there, much less a passable road? but Palmer did! It was only a summer road and not too good then. He sold his right-of-way to the railroad in 1879. It was known as The Dalles and Sandy road and was used mainly as a cattle toll trail. In 1874 he was a legislative representative. He died in 1881 a great man loved by every Oregonian.

 DAVID THOMPSON, the Great Surveyor of the West

David Thompson was a poor boy from London who came to the Pacific Northwest in 1811 as a map maker and explorer. His maps and surveys of the Oregon country were so accurate both the U. S. government and the British government accepted them and they have never been improved upon since, despite better instruments and better education of later surveyors. His maps are the BASIS from which all maps today are taken from!

David was born in London(1770)and placed in a charity school at 7. In addition to the 3 R's he learned navigation in that school. The Hudson Bay Co. wanted 4 boys for American settlement(1783) and he was apprenticed to them at age 14 for 7 years! They sent him to Ft. Churchill on the Hudson Bay where he clerked 2 years at York, hunted to provide food. In 1787 they sent him to the wilds of Saskatchewan to establish a post and trade with the Indians and there he began his meteorological observations and surveys for 3 years up to Raindeer and Athabeska lakes. In 1807 he left them for the Northwest Fur Co.

In July 1811 he reached the mouth of the Columbia river fully completing a survey of the Pacific northwest of America from the Atlantic to the Pacific! He determined the position of rivers, mountains, lakes and general topography of the land! The work took 27 years and he was 41 years old when he retired. In 1816 England appointed him to survey the boundry between the U.S. and Canada under the treaty of Ghent. It took him 9 years to make the survey but his maps are still(1952) the "official maps" for both the U.S. and England! and the line runs from Maine to Victoria! the longest single survey job in the history of North America!.

David Thompson died Feb. 10, 1857 at Ontario, age 87, one of the greatest surveyors that ever lived, a fine man of the highest type; a man seldom mentioned in history, forgotten almost, yet one of the greatest men in the history of the west; the first surveyor of Wasco county.

---Portland Oregonian July 18, 1911.

The LITTLE GIRL OF THE WILDERNESS By Margaret Walker

This outstanding story of The Dalles was published in the Chronicle about 30 years ago and is well worth preservation in our historical archives.

Mary Pigott was born in Cork county, Ireland, June 11, 1834 and while her father had a good home her mother was dead. Feeling terribly alone, as any little girl would without a mother, she had a great desire to get away from it all and come to America. She had an uncle in New York City, whose wife had just died, leaving him with 2 small children; and an invitation from him to her to come to America and take care of his children was the welcomed opportunity she had prayed and hoped for, for her father would never have consented to her coming to America under any other circumstances.

After the long voyage across the Atlantic she arrived and lived at her uncle's home in New York. One morning when she was reading the New York Sun, she saw an advertisement asking for a girl to assist in the care of 2 small children in a family who were going on a long journey. Mary immediately went to the address and applied for the position. The woman who answered her call was a tall beautiful woman and gave her the job without any parley. The family consisted of Major O.G. Haller of the 9th U.S. Infantry, his wife May and children May and Maurice. The time was July 1852, 100 years ago!

Plans were being made by the family to come to Oregon to protect the settlers from Indians. Eight companies of soldiers, under Col. B.E.L. Bonneville (after whom Bonneville dam is named), sailed for the Isthmus of Panama, then walked across to the Pacific, where those who survived took boats to San Francisco. Their heavy baggage and several officers and their families were to come by boat around Cape Horn (the tip of South America); but owing to climatic conditions the journey could not begin until fall. So in November, the Free Doner, a sailing vessel, left New York for the journey to the wilderness of Oregon.

The weather was good and they had good times on the boat with guitar and violin music, singing and dancing every evening. The boat had a fine cook and the food and service was good. In rounding Cape Horn they had 5 days of terrible weather; the wind blew so hard that nothing moveable was left outside; it seemed that the Pacific ocean would swallow the boat, but after that there was no more bad weather.

Stops were made for fresh water and provisions. The passengers saw, through spy glasses, the cannibals gathered in groups on the beaches of the Patagonia islands. A stop was made at Juan Fernandez islands, where Robinson Crusoe was supposed to have been wrecked; at that time it was used as a convict prison island and while the governor had a nice home the other houses were thatched huts. At Callo the passengers went on land, the houses there being low with flat roofs. The Catholic cathedral was of marble and very beautiful. Interesting statues of the apostles, in white marble, appeared lifelike and it seemed as if they could speak to us. From Callo a small railroad took the visitors to Lima where they saw tropical flowers and fruits.

After several months of travel the little boat finally arrived at San Francisco where short walks were taken in that small frontier town as there was no conveyances of travel like the street cars and taxies of today. The military party embarked on the Columbia, a small steamboat, to complete the journey to Oregon. Landings were impossible until they reached the Columbia river at Astoria, where a pilot came out in a small boat to guide the big boat over the bar. Landing was made at Vancouver, Washington in August 1853 after 9 months of travel! The 4th of July celebration at Vancouver was repeated for our benefit. It was a joyful demonstration of welcome. Parties and balls were given in our honor. We remained in Vancouver 2 weeks. Plans were made for part of the soldier to go to Seattle and part of them to come to Fort Dalles.

The trip from Vancouver to The Dalles was made in a small steamer called the Fashion. The passengers had to walk from the lower to the upper Cascades. The baggage and supplies were taken around in small boats by Indians, working under Chenowith who had a contract with the government to carry supplies around the rapids. The women, children and officers were entertained for 2 or 3 days at the Chenowith home, until the boat from The Dalles arrived to take us up the river.

The boat from The Dalles was called the Allen, a small flat boat commanded by Captain Gladwell. He did all he could to make the passengers comfortable. The women and children sat on mattresses laid on the deck. When we arrived at The Dalles there was only 2 buildings to be seen! One building was a small store at the mouth of Mill creek (the Olney log store operated by Dr. C.W. Shaug) and the other a store belonging to the Hudson Bay Co. and standing near the site of the Umatilla House (NE corner of 1 & Union); it was built on stilts and the Indians used to gather under it to drink and gamble. There was nothing at Hood River then. There were a few tents on First street and a few emigrant wagons.

A water cart, drawn by a one-eyed mule that always wanted to pull to one side, was sent from Fort Dalles to take the women up the hill to the Fort, the girls and children following behind the cart. The party consisted of 3 officers, their wives, 5 children and 3 girls who cared for the children. Major Haller's family had 2 rooms at the Fort and ate at the mess house where the soldier and his wife prepared the meals. A "lean-to" bedroom was built for little May Haller and myself to sleep in. Mrs Haller told me that if I ever awakened in the night and heard anything, which might be Indians prowling about, to get May and run to the main building, quick, and be sure to lock the door behind me!

After they had got settled at the Fort the women were told that Mr. Milo Cushing had recieved several boxes of men and womens' shoes at his store. Little Mary decided that she had better get a pair while she had the opportunity. Her call at the Cushing store began her acquaintance with Milo Morris Cushing. The "supply of shoes" consisted of one pair! Mr. Cushing was very much

impressed with the beauty and daintiness of the little 19 year old "girl of the wilderness." Mr. Cushing insisted on giving her the only pair of ladies shoes in The Dalles at that time for public sale, but Mary would not accept them without paying. Mary and Milos acquaintance grew into inseparable love and they were married in 1854, the first wedding to take place after Wasco county was formed.

Mary left the Haller family to live in a "wing" of the Cushing store. Later Mr. Cushing built a stone store on the southwest corner of First and Washington (Model laundry location). The high water undermined the foundation and it fell down 2 years later. Mr. Cushing then built the Cushing House, a hotel on the North side of First between the Cosmopolitan hotel and the Umatilla House. He also owned a $\frac{1}{4}$ interest in the steamer Mary, named for the "Little Girl of the Wilderness" (his wife). It ran between The Dalles and the Cascades.

Mary hadn't been at the Fort long (1853) when one of the soldiers was killed by the Indians of The Dalles. The Indians gave very little trouble at night, but we never knew when we went to bed whether we would be scalped before daylight or not so we kept the doors to our quarters bolted at night. Now (1915) as I look back and see the great improvements which have taken place in the 62 years since I have been in The Dalles, - from the loneliness of the wilderness which seemed at the time most desolate (compared to New York City and Ireland); and now our beautiful homes and public buildings, I can truly say, "I have never regretted my first trip up the Columbia. My first turkey dinner in The Dalles was at the Wm. C. Laughlin home and that turkey was the only turkey in The Dalles at that time!"

MIL0 M. CUSHING

Milo M. Cushing, the husband of the Little Girl of the Wilderness, came to The Dalles in 1852 with the 4th U.S. Infantry under command of Col. B.E.L. Bonneville. He was a Sergeant in Capt. Benjamin Alvord's company. He had enlisted in the Mexican War of 1848 and was discharged at Fort Dalles in 1853. He assisted in surveying the boundaries of old Fort Dalles. Knowing the officers of old Fort Dalles as well as he did he obtained permission from them to erect a log store and house combination on First street in which he had his small store and Cushing House hotel. His being the first hotel in The Dalles it is noteworthy to record his prices of 50¢ for a bed and 75¢ for a meal.

He preferred farming to a business life and sold out in 1858 to go farming on Mill creek. He owned $\frac{1}{4}$ interest in the little steamer Wasco which rescued the survivors of the Cascade Indian massacre of 1856. He sold his Mill creek holdings and located near the mouth of 15 Mile creek, at Cushing Falls (now occupied by the Joe Re family) where in 1876 he operated the first hospital in Wasco county.

He was born in New York in 1820. His grandfather Caleb was a veteran of the American Revolution and his father Morris served in the War of 1812 as a musician. He was postmaster of The Dalles in 1851, a grocery merchant at 2nd and Court in 1856 and later was Wasco county Treasurer. He died in 1906 at age 86 at his 15 Mile creek home. The place was occupied by his son Milo M. Cushing until along in the 1930's when the Re family acquired it. A grandson Morris Cushing works for The Dalles Lumber Co.

The FIRST LADY OF THE DALLES

The historical writings of Lulu D. Grاندall credits Mary (Yeargin) Laughlin as the First Lady of The Dalles; meaning the first white lady who became a permanent settler of The Dalles. We have already given much space to this fine lady on page 6 under her daughter Elizabeth Lord's early history of The Dalles. When Mary Laughlin came to The Dalles in 1850 they were so poor they lived in a tent and later in a board shack and log huts while Mr. Wm.C. Laughlin worked erecting the log buildings of Old Fort Dalles. Mrs. Laughlin cooked for the soldiers, mended officers clothing, made gloves for the soldiers and sold milk, butter and cheese to the soldiers of Old Fort Dalles. The W.C. Laughlin Donation Land claim was $\frac{1}{2}$ mile wide and 2 miles long, commencing at the river on Washington street and running east. Their house stood where the Stadelman Ice plant is now located (First & Laughlin) and they had the first vegetable garden and first flower garden in The Dalles and Mrs. Laughlin's roses were the most beautiful things pioneers had ever seen in those days. Their children besides Elizabeth were James and Frank.

HENRY KLINT, the Stone Mason

Henry Klint, the pioneer stonemason of The Dalles was born in Germany (1830) where he learned his trade and came to the U.S. in 1851 and was married (1854) in Iowa to his wife and came to The Dalles by ox-team in 1862. A number of the old stone buildings and rip-rap stone walls of The Dalles are monuments to the memory of Henry Klint, just as good today as they were 90 years ago when he put them up! Our so-called permanent concrete and brick buildings are not that old. In 1868 they moved to the Klint place, near the mouth of Chenoweth creek where he built the large house we see down that way. Their children were George, Charlie, Walter who occupies the home place; Amalia Walter and Alvina Nielsen, pioneer of Mill creek and mother of Klint and Allie Nielsen of that area. At one time (about 1860) Justin Chenoweth tried to establish a town down where the old Klint home is located, but was not successful.

The DONNER PARTY

No account of historical importance about the west would be considered complete if the terrible sufferings of the survivors of the Capt. Geo. F. Donner party of 1846-47, were not at least mentioned. This is especially true of any history about The Dalles and Wasco county for TWO survivors of that fateful emigrant train were virtual life long residents of The Dalles!

There is no story in American history that parallels the Donner tragedy!

The Donner party, like many others, started out from Independence, Mo., on the Old Oregon Trail in 1846 headed for California. The angel of bad luck seemed to follow them almost all the way, with sickness, accidents, deaths, wrong roads, bad advise, worse weather. Theirs was the greatest loss of life of any single wagon train! The slow starvation they experienced during the long winter they were held in the vice-like fastness of the Sierra Nevada mountains, near Lake Tahoe, that drove them by madness to cannibalism, after they consumed their meager supplies of food and oxen, has never been experienced before or since by any similar group of Americans!

Of the 88 men, women and children of the Donner party, 42 perished; 6 died in the deserts of Utah and Nevada, 36 died in the mountain camps near Lake Tahoe! All this suffering and loss of life may be ascribed to the primary mistake of taking the "southern route" around Great Salt Lake from Ft. Bridger, Utah, instead of the usual course around the north end. The Wasatch mountains delayed them one month! The sands and deserts caused further delay. The Humbolt Sink stalled their wagons and starved their cattle! The party was in a starving condition when it reached the Truckee Meadows, the present site of Reno, Nevada Oct. 19, 1846; at which place they were met by Chas Stanton, who had returned from California with Indians and provisions. The party pushed on but the early snows of Oct. 23 stalled them at the 6000 foot mark, about 1200 feet below the summit! Two to five feet of snow had fallen! More continued to fall bringing it to 10 feet!

All the party was not in one place. Some were at Prosser creek, some at Alder creek. They erected tents and brush huts around which they wrapped their canvass wagon covers, overcoats, quilts and hides of cattle! It was in that manner that 81 persons, 24 men, 15 women and 43 children were housed! The wind howled a blizzard and the snow continued to fall and drift! Of the women only 5 died and of those 5, 4 gave their lives heroically to aid and comfort their children or companions!

On December 16, what was known as the "forelorn hope party" of 9 men and 5 women and one boy, started out over the snow on improvised snow shoes, toward California for help! Six days later Stanton, the rescuer, gave out and was abandoned in the snowdrifts to starve and freeze to death! A Christmas storm halted them for a week! Three men died and were eaten by their companions to keep from starving to death themselves! On January 4 another man died and was eaten! Then Wm. Foster shot the Indians and they were eaten! The rescue party came out of the snow Jan. 11 and were aided by Indians, who provided acorn bread and helped them to reach Johnson's ranch! They had been 32 days out from the marooned Donner party! Eight men died! Two men survived and all the women survived!

The experiences of the four relief parties from Sutter's Fort, February 5 to April 13, were similar to the "forelorn hope party!" Going in on snowshoes, the relief parties cached their provisions for the return trips. On the way back out they found that wild animals had destroyed their caches!--and their return trips were struggles with death and starvation until they too had to eat one another to survive!

The last rescue party of April 13 of 7 men under Wm. Pallon reached Donner(Tahoe)Lake in 4 days. Lewis Kaseburg was the only survivor of the winter! The relief party demanded money of Kaseburg! He gave them \$500 which he said Mrs. Donner had gave him to give to their children should they survive! Mrs. George Donner had sacrificed her life to stay with her husband at his death! Mrs. Jacob Donner remained with her 4 children! Mrs. Graves stayed with her 4 children! Mrs. Murphy cared for her son and 3 grandchildren! Mrs. Breens heroism in remaining with her husband and 11 children, who had been left in the snow by a rescue party, when their cache had been destroyed, kept the fires burning and nursed the children with a little sugar water thus keeping them alive until rescue came! She would NOT feed upon the bodies of some who had died, nor did the children, with her knowledge! The efforts of James Reed is credited with saving many lives; he had been banished from the party on account of a fight and had came on to California by saddle horse, ahead of the Donner party, and had spread the alarm which caused the first relief party to be dispatched; and he led the 2nd relief party himself!

In this day and age of modern winter comforts we don't have any mental conception of the sufferings these emigrant heroes experienced. During the winter of 1951-52 a Southern Pacific crack streamliner City of San Francisco became marooned in a similar snowstorm. All the great snowplows of that railroad were helpless in those drifts! The massive bull-dozer snow plows of the California highway department, after a week or 10 days, opened up a path to the train. A few of the passengers had cold feet and every newspaper in America headlined the story.

NAOMI SCHENCK and HARRIETT NYE

The following story of Naomi Schenck and her mother Harriett Nye, both of The Dalles and our very own survivors of the fateful Donner Emigrant Party, written by Irene M. Clark and published in The Dalles Chronicle about 30 years ago:

THIS IS ONE OF THE GREATEST MOTHER LOVE STORIES EVER WRITTEN!

A dear little silver haired lady, a face alight with the pleasure of sharing with another her wonderful experiences of by-gone times, she tells of toiling across the plains, streams and mountains, with a long line of prairie schooners, horses, cattle,- the Donner Party of 1846. Among these people one saw a happy little family group, the stalwart young father and a dainty little 19 year old mother, with her two little girls, baby Catherine and little 3 year old Naomi. Lured from a luxurious home by the call of the trackless wilds, their campfires made gay by songs, dancing and laughter, their days enlivened by the many novel and exciting occurrences.

But sorrow and disaster stalked in the shadow of the party. One day an accidental bullet ended the life of the young father (Wm. M. Pike); but the girl-mother, Harriett F. Pike, bearing her burden of grief gathered her babies (Naomi and Catherine) more closely to her breast and pressed on to the "promised land of California!" Trouble pressed closely upon them. Hundreds of miles from every supply point, their provisions were giving out! Winter was almost upon them and the uncharted mountain wilds of the Sierra Nevadas lay ahead. They had not come so far to be discouraged now. Caught in the deep snows, unable to go forward or back, they dug in and with what rude shelters they could construct, prepared to fight for life!

The misery of those starving, freezing, huddled groups of once happy prosperous people, out-distances the imagination! The little mother Harriett, made bold by her babies' sufferings, left them with their grandmother and offered herself as one of a party who volunteered to bring relief! After 32 days of suffering and privations, under which all but 6 of the original 15 in the party died, she staggered into a camp on the California side of the mountains and started a relief pack train back to bring out the imprisoned sufferers! With what eagerness she awaited their return! And when they came, of her loved little family, there was only little Naomi and she was almost dead with hunger and cold, but smiling wanly with joy at being transferred from the arms of the brave young man, who had carried her in his arms on snow shoes over 40 miles of wintry mountain waste, to the breast of the indomitable little mother, whose fierce burning mother love had literally conquered death for her and her companions!

While the scene changed, winter wastes, starvation, death and sorrow all lay behind like a phantom dream, the soft light of the summer sun on the fields of waving grass, yellow grain and poppies, with cattle browsing contently along a river; Indians and Mexicans in picturesque dress, went slowly about their duties. Peace and plenty were everywhere. In the shadow of an abode house the dainty little mother kept a watchful eye upon a happy little girl, playing among the grass and flowers, for little Naomi, then 5 years old, was the treasure of the countryside, the only little white girl in a radius of hundreds of miles! Rough men, who came to the ranch, stood worshipfully before her baby grace and begged, "please ma'am, may I hold the little girl a spell?" then hurried shamefacedly away! The baby would query, "why mens cwy, mamma?"; leaving the baby's hand full of gold nuggets in memory of their own little ones back in the states!

One day the childish eyes beheld, all unknowingly, the beginning of California's great gold rush. Her new father (Col. H. C. Nye) rushed in off the cattle range, one afternoon, excited and minus his hat and coat. Immediately a crowd of men gathered around him with loud talk. Little Naomi asked no questions but concluded the Indians had robbed her father of his hat and coat. But her father was loved by all the Indians and on that day he had met several of them and one of the Indians held out a handful of gold nuggets and asked, "Is that the stuff they are making such a fuss about at Fort Sutter?"

"Yes," replied Col. Nye, "what do you want for them?"

"Me takum hat," said one Indian; and a fine Peruvian hat and the Indian's nuggets changed hands!

"That same thing," grunted another Indian holding out a buckskin bag of gold flakes.

"Yes," replied Nye, "what will you take for that?"

"Me takum coat," said the Indian and a fine Mexican bolero jacket soon graced the Indian.

Finding out where the gold was discovered Naomi's father and his men went to the spot and verified the belief that gold beyond the dreams of avarice was locked there in the earth. Borne on the winds the magic word GOLD proved the "open sesame" to emigration and thus the rush of 1848 and 1849 to California began! Naomi's father had a flourishing store and a large cattle ranch but he decided to leave the wilds of Marysville for the Oregon country, about 1855.

According to Judge Fred W. Wilson the family lived in Hood River about 2 years on a stock farm then moved to The Dalles where he bought about 2000 acres at the mouth of 5 mile creek, now known as the Schanno place, where he continued in the stock raising business. Col. Nye sold his holdings here to D. E. Thompson and went to Prineville where he died in the early 1880's. He was a good stockman, had fine stock and excellent men working for him. His wife Harriett F. (Pike) Nye died in The Dalles in 1870 and was buried at Marysville, California.

(Obituary on next page, please).

OBITUARY OF HARRIETT NYE

Harriett Nye, wife of Col. H.C. Nye of the Nys Ranch at Marysville, California died at The Dalles Oregon. She was a sister of Mary Colville, after whom Marysville, California was named. She came to California in 1846 with the ill-fated Donner party. She was one, out of 16, who left the marooned emigrants, on snowshoes, over the mountains to Fort Sutter for relief. She leaves a husband and daughter, Mrs. B.W. Mitchell (later Mrs. John Schenck) of The Dalles, Oregon.

--Maryville Standard October 8, 1870 (Copied from Times-Mountaineer of The Dalles Sept. 1, 1870.)

NEOMI L. (Mrs. John. S.) SCHENCK

Neomi L. Pike came to The Dalles with her step-father (Col. H.C. Nye) and her mother Harriett Nye, in 1864 and married Dr. B.W. Mitchell who died a short time after their marriage. Then in the early 1880's she married John S. Schenck, prominent Dalles banker who came here in 1862 as agent for the Oregon Steam Navigation Co. at both The Dalles and Umatilla. He was later associated in partnership with Hamilton M. Beall, clerk with the Oregon Steam Navigation Co. in the Schenck & Beall bank. In 1885 they dissolved partnership and Mr. Schenck established the First National Bank of The Dalles, then located at 303 E 2nd. This bank prospered and in May 1911 they built the building now occupied by the U.S. National bank at 3rd and Washington. The first board of directors included David Thompson, president; H.M. Beall, cashier; John S. Schenck, Griffith Williams, George Leibe and David Thompson directors. J. M. Patterson was cashier in 1893. Mr. Beal replaced him in 1896. In 1892 John S. Schenck was elected president and remained in that capacity until his death in 1913. Mr. Beall went to San Francisco in 1906. Max Vogt became president upon Mr. Schenck's death and served until his death in 1919. Edward M. Williams then assumed the presidential duties followed by LaDrew Barnum who occupied the chair when the bank folded up during the depression of 1934.

Neomi Schenck always refused to talk about the horrors of the Donner party and what she and her devoted mother went through until about 3 or 4 years before her death in 1934. David Hazen of the Portland Oregonian asked Judge Fred W. Wilson to arrange with her for an interview, if possible, which she granted, revealing much of the remarkable account of her and her mother's life, as recorded above. A few additional details are listed below.

Neomi Pike came to The Dalles in 1864 as the bride of Dr. B. W. Mitchell. Enroute through Portland she recalled that that was a very muddy town with single plank walks. After Dr. Mitchell's death she married John S. Schenck in 1877. Pike's Peak in Colorado was named for an uncle of her father Zebulon Pike. In 1851 she made the trip both ways by water to the eastern states and return. She went back by water again in 1853 and returned to Oregon by wagon in 1854 when she met and knew Jim Bridger of Fort Bridger, Utah. After her mother left for rescue aid the snow drifts became 40 feet deep in their marooned camps near Donner (Tahoe) Lake. She said they were mis-led by ill advise to take the cut-off road at Fort Bridger to save time but which brought delay, starvation and death to the party. After eating their food and oxen they boiled and ate the hides of their oxen! Then had to commence eating one another as their companions died of starvation or exposure! They even tried to eat their boots and shoes! Mrs. Schenck's baby sister Catherine and her grandmother both perished! She was carried out on the back of a young man who had promised her mother at Fort Sutter to bring her out, if alive, or die with her strapped to his back in the effort! She gave her mother's watch and tie pin to the Donner historical collection of California.

The Donner party has had many books and magazine articles written written about the tragedy, in all our libraries; but none of them carry this account of the imperishable mother love so deeply burning that at least one daughter was snatched from the jaws of death by her prayers; and her own determination and unconquerable spirit led to the rescue of the survivors. This is one of the most outstanding stories in the 100 years of Wasco county history. It should always be preserved in our memories and in the archives of our records.

ANNIE CAPLINGER

Annie Caplinger arrived in The Dalles in 1845 with the S.K. Barlow emigrant train. Their oxen were worn out on the trip and had to be abandoned at The Dalles along with their prairie schooner. They were able to get one old run down horse on which they put some food, bedding and their two children and started out on foot via Hood River and Lost Lake, Bull Run and Sandy for Oregon City! The snow got too deep for the horse and its burden between Lost Lake and Bull Run river, so Annie had to carry one of the children through that early winter sleet and snow, over the mountain. Her husband carried the gun and led the horse and broke trail. Her husband worked in a sawmill at Oregon City for 2 years until the acquired enough money to start a home on a Donation Land claim at Salem where they lived for more than 50 years!

This story by Fred Lockley in the Oregon Journal showed that not all the emigrants went down the Columbia river on rafts (1845) nor did they follow Barlow over his trail. Some at least followed the Lee Catle or Indian Trail over the mountains to the Willamette valley. They must have did so much walking across the plains that the mountains and the snow didn't look too tough.

The GEORGE SNIPES LOVE STORY

This is the No. 1 pioneer love story in the history of Wasco county. We have read 7 different versions of this story by that many writers. While the thread of the different stories were the same there were some bits of meat in one that was missing in another. Some facts mentioned herein may be new to the reader who has not read all 7 versions.

A Cussing father, a haughty youth, a pretty maid, those were the factors of a True Pioneer Romance of The Dalles; so said the Portland Oregonian in 1920.

George Snipes was born(1832)near Raleigh, N.C. At age 5 he went to Tenn with his parents and in 1850 they went to Iowa.

Martha Imbler, daughter of Pater Imbler was born(1838)at Louisville, Ky. and her family went to Iowa in 1850.

Emigrants for Oregon were notified in 1852 to meet at Koekuk and it was there that George Snipes and Wm. Luce met. George hired to Luce as an ox team driver to Oregon for next March. On the Old Oregon Trail, headed west, one day George's team came to a creek where Pater Imbler's oxen stalled and no amount of gouging could get them started. When George had made the opposite bank, Imbler called to him for help to get the Imbler team out of the mire. Snipes replied that he had troubles of his own and had no time to devote to the draying business.

This angered Imbler and he spoke unprintable words to Snipes, who replied in like kind; about that time a pretty girl put her beautiful head out of the wagon canvass and laughed. George Snipes smiled back. That was their introduction and the beginning of the greatest pioneer love story in the recorded history of Wasco county! It was love at first sight and every night Snipes sought out the Imbler wagon and whenever Pater Imbler wasn't around he talked dove-like to the idol of his dreams. Soon the father heard of these meetings and forbade Martha to speak to the unkind driver, who wouldn't pull them out of the mud. But these orders were NOT obeyed and long before they reached Oregon George Snipes and Martha Imbler was engaged to wed at the earliest opportunity. Pater Imbler took good care that the opportunity did not come easily or soon.

On September 1, 1853 the party arrived at Dufur where they decided to rest a few days before going on the the Willamette valley; and that evening the lovesick Snipes wandered around camp wishing a thousand times he had pulled the Imbler wagon out of the mire. Then he saw the business card of Dr. C.W. Shaug of The Dalles, lying on the ground. Dr. Shaug had been the Snipes family doctor in Iowa, so George borrowed a horse and rode to town to see Dr. Shaug.

There were only three white families in The Dalles at that time. He related his tale of woe to Dr. Shaug and asked advise. Dr. Shaug hit upon the idea of getting a friend to take a note to Martha Imbler from George, who asked his lady love to steal away from their wagons, follow the bearer of the note to a horse so they could ride to town, like mad, and get married. It all worked out like a charm. Dr. Shaug(a Justice of the Peace)had the license and they were married by Rev. Gustavus Hines, a Methodist preacher. Snipes only had \$1.75 to begin married life on. He went to work for Dr. Shaug, then secured a horse and some stock and moved to Rawena in 1855. He had to beat off an Indian attack down there so they moved back to The Dalles with Joe Marsh where all took refuge at Fort Dalles for protection from Indians. Later he moved to his Snipes acres home just west of the county Fair grounds. From 1854 to 56 he was a deputy sheriff under Ben Reynolds and had to ride to Eugene(1854)after a murderer Maurice Thompkins. --- Portland Oregonian 1920.

ELIZABETH LORD'S VERSION; Published in her Reminiscences of 1902.

I came across the plains in 1853 and arriving at 10 mile creek(Fairbanks)I met Nathan Olney, who was from Jefferson county, Iowa. He asked me if I knew his people and I told him I did but could not remember him as he had been gone so long. As we were hitching up to start, intending to take the Barlow Pass road to the Valley, I saw a card on the ground and picking it up I saw the name of Dr. C.W. Shaug of The Dalles on it. I had known him in Iowa where he was our family physician. I asked one of the boys to drive to 15 Mile(Dufur)while I went to town to see Dr. Shaug and would meet them later at 15 Mile. The doctor was out to his ranch, the place I now have. He thought I ought to stop at The Dalles and offered to help pick out a place here for me.

I told him that was what I wanted but that I had to go on as I was going to get married when I got to the valley; that the old man wouldn't give me his girl and that I would have to steal her as soon as I got there. He wanted to know if the girl was willing to be stolen and I told him she said, "yes".

"Well why not steal her and stay here?" he asked, "I'll get some fellows to go with you and I'll furnish the horses and I know where I can get a side saddle for the girl; and you can steal her now. Lets go back to town and talk it over with my wife."

We went back to town and Mrs. Shaug was delighted with the plan and I concluded to try it. They told me to go into the tent and write a letter to Martha telling her just what to do. In the meantime the doctor got Jim Thompson and Jim Griffin to go with me and he furnished the cayuses for the 3 of us and one with a side-saddle for the girl. When we got to 15 Mile(Dufur) we found my train but the Imblers had gone. We went on to the Brookhouse place and found the Imblers had made a dry camp.

Griffin and myself waited at a safe distance while Thompson rode to camp. He tied his horse to a wagon and went to where they were eating supper. He asked for Mr. Imbler and told a yarn about expecting to meet a brother with that train. He was asked to eat supper but replied that he had just had supper but would be sociable and drink a cup of coffee with them. On waiting until Miss Imbler went to the wagon, he made an excuse to tend to his horse and managed to give her the note. He returned to the campfire and told so many yarns that when he finally took leave the old man became suspicious and called the men together and told them he believed that a gang was coming to steal their stock. They all got excited, rounded up the stock and stood guard over them.

When Miss Imbler got the letter, she called her sister who brought a candle and they read it together. By the time she was ready to start the cattle had been rounded up and her two brothers were standing guard over them directly opposite her wagon. There was nothing to do but wait with patience for an opportunity to escape. While the boys were talking with their backs to the wagon she slipped away and walked down the road to where we three were waiting for her. Upon joining us we quickly mounted and started for The Dalles where we arrived at 2:30 A.M. at Dr. Shaug's tent.

We told him everything was all right and he said, "I have good news for you. I have a preacher here. Rev. Hines came up on the boat to meet a brother."

We had expected to have to go to Portland to be married. The doctor called in several witnesses and we were married within an hour after our arrival.

The JAMES SNIPE'S VERSION, as related May 17, 1918

The oldest man in Wasco county and all of eastern Oregon, in point of residence, is George R. Snipes who lives $1\frac{1}{2}$ miles west of The Dalles on Chenoweth Road, in Snipes Acres, named for him. He has lived in Wasco county 65 years (1918) and on his Snipes Acres ranch 58 years! When Mr. Snipes came to The Dalles all of eastern Oregon, Idaho and Wyoming, Yellowstone Park and Montana to the crest of the Rockies belonged to Clackamas county as Wasco county was not yet set off. Mr. Snipes is now 86 years of age but he don't look it. He was born near Raleigh, N.C. in 1832. His father was Elam Snipes and his mother Asenath Rawson and they had 7 children who came out to The Dalles in 1863. The brothers and sisters were:- Ed. Snipes of Glenwood; Martha (Lyle) of Lyle, Wn.; Benj Snipes Dalles druggist, banker and cattle king whose only son Ben died in Alaska; Jane Snipes of The Dalles; Fannie (Allen); John who died in Iowa; George, the subject of this story.

The children of George and Martha (Imbler) Snipes were:- George Jr. died 1874; Edgar drowned in the Columbia swimming cattle across 1887; Wilda killed by a horse in 1890; Fred died 1918; Frank died 1920 at Toppnish; Henry died here in 1928; Frances (McCown) died here in 1928; Susie (Adams) died Illinois 1928; James died Nehalem 1932; Mary (Mauden) died here 1924; Leander died Toppnish 1936; Levester died in Calif; Little (Mrs. Ebon Waterman) died in Spokane; Charlie died in Seattle. Our subject George and his wife Martha both died here. The children of James the druggist and cattle king were Bessie of Portland; George of Clatskanie; Joe of Portland; Harry of Oregon City; Jeannette (Mrs. L.M. Martin) 810 E 7, The Dalles who supplied the James Snipes version of this story and James Jr. of Portland.

Wm. Snipes was a veteran of the American Revolution and when the British surrounded his home and burnt him out he hid in a blackberry patch. The soldier hung Cudgy, his negro slave for not revealing where his master was.

I was 5 years old when we moved to Tennessee where we lived near an iron works and rolling mill which employed 500 negroes, where we lived for 10 years then father moved to Iowa, then called the New Purchase. We went to Wapello county first then to Jefferson county, Fairfield where I lived until I came to Oregon in 1853. Father's family did not come to Oregon until 1863. Father was a farmer.

The reason I came to Oregon when I did, leaving my family, was because of my girl. She was leaving Iowa for Oregon with the spring emigration with the Imbler family. I took the next ox-train that left 2 weeks later. We did not overtake the Imbler train until we reached Salmon Falls, Idaho. Then we travelled a day behind or a day ahead until we reached The Dalles on the 16th of September when I was a day ahead of their train. I was 21 years old the day we entered South Pass. I came with the Luces, 2 brothers. We took the north side of the Platte river. The emigration of 1853 was very heavy, there was a long procession of wagons as far as you could see, before and behind. There were about 23 men over 20 years old in the Luce train and 6 women. The Luces had a fine wagons with oxen. We had no trouble with Indians and saw a good many. One was killed near Fort Laramie for trying to steal a red headed girl. We saw a few buffalo and killed one. Antelope were thick but fleet of foot although I killed one accidentally. As I raised my gun to aim, it went off and broke an antelope's back. We had plenty of provisions through to The Dalles.

Dr. Fisher was the only member of our train that died. One of his oxen at the Snake river died and he cut it open to see what the cause was as there had been quite a loss of cattle on the road. He scratched his wrist, infection set in and he died within 3 days and we buried him opposite the mouth of the Boise river. When I went to Boise to meet father's train in 1863 I found the doctor's grave. It had been opened by coyotes down to the log chains which had been wrapped about the box.

When our train got to Fairbanks, on 10 mile creek, I met Nathan Olney and learned he came from my home county in Iowa and that he knew the older members of our family. He had been gone too long for me to remember him. There were 3 of the Olneys here. We stayed all night on 10 Mile.

The next morning when hitching up my team, I found a card of Dr. C. W. Shaug of The Dalles. I asked one of the boys to drive my team, stating that I wanted to go to The Dalles to see Dr. Shaug. He had been our family doctor in Iowa and I was anxious to see him. He came to Oregon the year before, had wintered in Portland and came back to The Dalles in the spring. He had a store at the mouth of Mill creek (in the Nathan Olney log cabin), then called the "Landing", and he was trading with the Indians and emigrants. When I came to The Dalles Dr. and Mrs. Shaug were living in a tent, but they were building a house. He took the claim where I now live (Snipes Acres) under the Donation Land Claim Act. He bought the rights of Keith and Keith bought of Nathan Olney who went there in 1847! -- the first American to settle here!

Dr. Shaug went back to Portland in 1856. He sold to Roby, and he to Noble and Scholl. It was in 1860 that I bought this place at Sheriff's sale, an undivided half. A man named H.P. Issac (early Dalles merchant) had a mortgage on the other half. He closed the mortgage and sold to me for the amount of the mortgage, \$2300. I paid \$1900 for the first half. (Note:--this is very important history for the hundreds of people who now own and live in Snipes Acres, just west of the county farm at The Dalles, comprising the square mile section joining the Catholic Mission claim, extending from the Snipes-Shaug claim to Mission street in The Dalles.. The Snipes-Shaug claim commences on the west end of the county-owned 40 acres, runs from the bluff to the railroad, west down the railroad and highway 30 about a mile, then south to the bluff and back to point of beginning. The Snipes brick house was about $\frac{1}{4}$ mile west of the county grounds, on the north side of the Chenoweth road. The brick house burned in 1924).

When I came to The Dalles that 16 day of Sept. 1853 to see Dr. Shaug he wanted me to stay and work for him, but I told him I couldn't; and when he insisted I told him I was going to get married and go to the Willamette Valley. I told him I would have to steal my girl, for her old man objected. Dr. Shaug told me this was the place for me to stop for there were good chances for a young man here. He asked me who my girl was and when I told him Martha Imbler he said he knew them in Iowa. He said he would get some horses and knew 2 men, Jim Griffin and Jim Thompson who would help me get my girl. When we got out to 15 Mile (Dufur) the girl was gone. They had gone about 7 miles to Pine Hollow and camped there. The name Imbler was on their wagon sheets. I stayed at 15 Mile and they went to the Imbler camp and asked for Mr. Imbler. They were setting on the ground eating supper and asked Jim to tie his horse to the wagon and eat with them. He sat opposite the girl and drank a cup of coffee. When Martha got up and went to the wagon where Jim had tied his horse, he followed to get his horse and slipped the letter under the wagon cover to the girl. Martha called her sister and they got a candle and read the letter and she told Jim that as soon as they were in bed she would be ready. By this time Mr. Imbler had discovered the other man below camp and told the family there was two men, and that he didn't like the way they talked and to guard the cattle. So they put a guard out and built a big fire with Martha's brother as guard about 20 steps away. When his back was turned she got out of the wagon and left.

It was not until the next morning that her old man knew that one of his girls had "flew the coop," and he was good and wrathful. When they returned to 15 Mile with Martha I joined them and rode to The Dalles bareback. It was 2:30 in the morning when we got here. One of the boys told me a Methodist preacher had arrived that evening and was sleeping in a tent over there, pointing. I halloed at the tent and asked if there was a preacher in there, and a sleepy voice said, "yes, what do you want?" I replied, "I want you to come out and marry a couple." The preacher was Joseph Hines. He did not stay here long. Our marriage took place in that tent, on the bank of Mill creek, not far from the Umatilla House (First & Union).

Wasco county was then a part of Clackamas county and Oregon City was the county seat. Our marriage record is among the earliest filed in the county courthouse at Oregon City. No license was needed then. The preacher or Justice of Peace filed a notice at the county seat that he had performed such a marriage in that county, and that was all there was of it. Our marriage was not the first in old Wasco county, the Bushallers were before us.

When we were married, all the money I had was \$1.60 but when we were standing up to get married Dr. Shaug slipped me \$20 and I gave the preacher \$10 of it that Sunday morning September 18, 1853. I took my wife to Dr. Shaugs and I worked for him for \$1 a day, helping him to build a log house on his (Snipes Acres) claim where I live now. The house was about 24 X 20.

In 1854 we went to Rowena to live. (Note:--the History of Central Oregon says George Snipes was the first settler at Rowena. When the claims for payment by the Bonneville Administration for flood rights in connection with Bonneville dam, Boyd Tindall claims all the records the property there to belong to Elam Snipes, father of George; so Elam no doubt finished claim proof. The Snipes place at Rowena is now (1952) known as the Richard Campbell place, a 2 story white house on which an addition was made in 1905. George Snipes sold to his father Elam in 1865 and Elam to his son Edward Snipes. Shortly after George and Martha moved to Rowena and got their house up one night they were attacked by a band of 5 renegade Indians. The dog came whimpering in the darkness to the door. When they let him in George noticed he had an arrow in his body. He asked Martha to get up and load their guns while he chipped the mud from between the logs of the house so as to see the Indians in the moonlight. He fired and seen one Indian fall. A shower of arrows rained upon the house. He fired again and another Indian fell. That was enough for them, they retreated with one dead and one wounded Indian to the Washington shore. Next morning he and Martha returned to the security of Fort Dalles, made their report to military authorities, and continued to live close to town for protection. The Yakima Indian war broke out that fall making it unsafe during the fall of 1855 and during 1856 to be away from protection.

I plowed the first furrow ever turned on the old Shaug place. I split and hauled the rails that went into that old rail fence on the place. In 1854 we made a garden and sowed some grain as fast as I could get the ground broken up. I did this with a yoke of oxen that Luce left with me when he went on to the Willamette Valley. In 1855 the snow was 5 feet deep. In 1862 we lived on snow birds for a while! In 1856 Dr. Shaug set out an orchard, planted locust tree seed which made big trees down by the spring on this place. They are all gone now (1918) fell over about 5 years ago. That year two other orchards were started besides Shaugs. "Shoo-fly" Brown, who lived on west Chenoweth (Brown's Creek), where the W.H. Wilson place now is (at the Forks about 4 miles above Chenoweth Grange hall), planted fruit trees. I planted fruit trees on my Donation Land Claim at Rowena; we sent to Lwelling's Nursery at Milwaukee for apples, pears, cherries and peaches. Three of those pear trees are living now, one a Bartlett, is small, the others are larger. There is one Astrachan apple tree, 3 Golden Sweets, 1 Yellow Newtown Pippin and 1 big red apple. They bear every year. The Golden Sweet is a fine apple, compares favorably with fruit from modern orchards, bears well--good crops for 62 years! These are what is left of the first fruit trees planted in all of eastern Oregon.

In 1862 we came back to The Dalles from Rowena and lived here ever since. I filed on a homestead in 1865 or 66 where the brick house now stands. In 1867 we built the brick house and I am living in it at this time, May 17, 1918. (It burned in 1924.) We had 14 children, quite a flock of birds, all born either here or at Rowena. Martha died in 1901.

In 1877 Mr. Imbler came to Mr. Snipes and acknowledged his mistake in opposing the marriage of George Snipes, a penniless young man, to his daughter Martha. He had not reckoned with the determination of Mr. Snipes, who left home a penniless boy to work his way across the U.S. as an ox-team driver, 2000 miles to Oregon, so as to be near as possible to his sweetheart and be able to marry her at the first opportunity! His father-in-law needed a loan of money and Mr. Snipes made the loan to Mr. Imbler which indicated all was forgiven and no permanent hard feelings existed between the two. If more young men of today (1952) had to work their way across the U.S. to get their sweethearts, marriages would be more secure and permanent.

Mrs. Crandall's clippings in The Dalles Library says our Dufur neighbors were in 1860 W.R. Menefee, John Cooks, George Herbert, Wm. Logan, Lew Henderson, Henry Jackson, David P. Imbler, John and Richard Brookhouse, John Cates, Thomas Angle, Wm. Gilliam, Tom Ward, Mike Christman, Herman Mahn, Sam and John Price, Sam Brookhouse, Warren Hibbard, Tom Whitehurst, Joseph Sherar, Wm. Pearson, Absolm Bolton, Daniel Bolton, Horace Rice, Sam Todd, Dan Butler and Robert Mays.

Carson C. Masiker, the step son of Sam Price, in the Optimist in 1927, said that when he went to school at Dufur in 1860 (see under Dufur) among the other children were Mary Imbler, Francis Imbler, Nancy Imbler and Annie Imbler. We presume these are father, and sisters of Martha Imbler. The Imbler boys seemed to have went on down to Eugene where they settled for a time and then returned via The Dalles to Union county where they founded the town of Imbler, Oregon with Albert Imbler first postmaster in 1891.

THE FAMOUS BENJAMIN SNIPES CATTLE RIDE

Capt. W. P. Gray tells of the remarkable ride made by Ben Snipes, Dalles banker, druggist and Cattle King of Klickitat county, Wn., from The Dalles to the Canadian boundry, 280 miles in 62 hours, by saddle horse! The Captain wrote:

I think this ride deserves a place in early survival endurances for this part of the Wild and Wooly West. In 1861 Ben Snipes and his cattle partner Murphy, rounded up 500 head of cattle at Assoyas Lake to drive to the Carribb mines. The mosquitoes were so thick at the junction of the Sanilkian and Okanogan rivers and along the lake shores that stock stopping for a drink would be covered with mosquitoes instantly! A hand, placed on a horse, while drinking, would be covered with blood. The cattle cut trails belly deep while roaring and bawling up and down the valley, unable to drink or eat day or night! Many fell exhausted and were trampled to death.

Word was sent to Ben at The Dalles at 5 A.M. He left The Dalles riding a bald faced roan half breed. He rode over the Klickitat mountain, through Klickitat Valley, over Simcoe mountain, through the Yakima Indian reservation, over the divide, through Kitsuss valley, over Winatchee mountains, swam the Columbia river at Moses Lake, across the Big Bend country, swam the Columbia river again at Fort Okanagan, up the Akan to Assogas Lake to where I lived.

He had arrived at 7 P.M. on the 3rd day after 62 hours in the saddle on one horse!

He had rode full width of the territory of Washington, 280 miles!

He supervised the driving of the cattle across the Canadian boundry to the mines of Canada where there was a shortage of meat and prices at their best.

Ben Snipes, the cattle king, it is said, "lost so many cattle during the hard winter of 1862 that you could walk up the side of Klickitat mountain on their carcasses without touching the ground." This appears to be an exaggeration, but Snipes did own lots of cattle. It appears also from this story by Capt. Gray that Ben Snipes came west shortly after George did and before Elam.

JESS IMBLER

Most probably a brother of Martha, was a native of Kentucky (1842) came to Iowa and then to Oregon in 1853, settling at Eugene with his father. He was a veteran of the Rogue river Indian war of 1856 at age 16, fighting with 2 older brothers. After the war of 56 he came back to The Dalles with his father and raised cattle. In 1868 the family went to Imbler, Oregon where they acquired a 1000 acre ranch and continued in the cattle business.

Lewis A. McARTHUR

In keeping with our policy of not forgetting anyone who has ever assisted to any important degree in preserving our history, we believe that Lewis A. McArthur's Oregon Geographic Names, the third edition which will be off the press of Binford and Mort in Portland in November, is one of the most important contributions to our history so far made by any one man for the state of Oregon. Mr. McArthur, in cooperation with the Oregon Historical Society and Edwin R. Payne, post office clerk of Salem, hired girls to copy the old Oregon post office ledgers, in the National Archives, and came up with 4000 sheets of names of offices, dates of establishment, who many of the first postmasters were, in what county the office was established in and what county it was discontinued in (in case of discontinuance) and dates of discontinuance. The post offices, and data pertaining thereto, applicable to the counties of eastern Oregon which used to all be a part of Wasco county, was obtained from Edwin Payne and appears in this history.

Mr. McArthur took his master copy of postal names and added thereto the names of rivers, creeks, buttes, mountains, lakes, points of interest and other geographic information. He corresponded with historians and old times from every Oregon county to get as much MORE information about each post office as he could. His first edition in 1928 had a wealth of information and is on file in the Wasco county library for reference purposes only. His 1948 edition contained all his findings up to that time and it is also on file in our library. Both these editions are out of print and virtually impossible to obtain. As stated above Binford and Mort will have the 1952 edition off the press in November, the price is \$8. get your order in now as they too will soon be out of print and not available. It is one of the most important histories in Oregon.

Lewis A. McArthur is a Dalles native son of Judge L.L. McArthur of our local Circuit Court in the 1880's. He selected the electrical field for his occupation and became a vice president of the Pacific Power & Light Co. with headquarters in Portland. His brother Pat McArthur was a congressman from the Portland district. The McArthurs lived on 4th street, about 112 west 4th, according to M.Z. Donnell, in the house later occupied by Frank Seufert. Lewis McArthur held various posts in the Oregon Historical Society and is one of the most outstanding men in the 100 years of Wasco county history.

JUDGE WARD R. WEBBER & The Dalles Bridge

In 1853 the charter of Dalles City was empowered by the Oregon State Legislature to construct a bridge across the Columbia river! For all those years the "do nothing policy" of our city fathers even permitted private ownership and exploitation of the ferry service which, if owned by the city, would have long ago laid aside funds sufficient to build the bridge across the Columbia river, which they were authorized to build, and operate it virtually free of tolls!

The people were forced to wait and pay ferry tolls until 1950 when Judge Ward R. Webber, of the Wasco County Court, became the leader under whose direction the ferry was purchased July 1, 1950 for \$300,000. It could have been bought by Dalles City in 1908 for \$8000. Dalles City transferred its option to Wasco County in 1950. The first survey by the county called for a cantilever bridge at Covington Point 3.4 east of The Dalles at the intersection of highways 23 and 30, which site was acceptable to the Oregon and Washington highway officials since 1947. Col. Ralph Tudor, San Francisco bridge engineer selected the site and designed the bridge. The engineering firm of Cloverdale and Colpitts of New York made the traffic survey showing the bonds and investment was good up to \$2,450,000 with traffic increasing from 17,813 vehicles a year to 878,000 a year in 1973! A. C. Allyn & Co. of Chicago took the bonds. A lawsuit to test the legality of the bridge act was carried to the state Supreme Court in 1949. The bridge was expected to pay the bonds off in 10 years! District Attorney Don Heisler and Ralph Moody of Salem laid out the legal groundwork. The main span was to be 1458 feet with all the piers on dry land. There was a 970 foot fill and S.P. & S railroad overpass and 3-110 foot deck girder spans and the road connection with Washington highway 830.

The sketch of The Dalles Dam, published in the Optimist Dec. 8, 1951, showed the Washington portion of The Dalles Bridge to be a part of the dam. On Feb. 7, 1952 T.T. McKenzie, bridge engineer, reported all piers in place and the bridge 29% complete with the steel ordered. Then the Army Engineers re-designed the location of The Dalles Dam, after tests made at Bonneville Dam, showing a site 500 feet up-stream would be better. Further tests showed the spillway of The Dalles Dam would eventually wash the basalt foundation out from under the piers of The Dalles Bridge, making the Covington site and piers constructed worthless, except for a foot bridge in connection with the building of the dam for workmen. The Covington bridge site was condemned.

Further engineering showed the Three Mile Rapids Site would cost about one million dollars more than the Army Engineers offered for the condemned Covington site, which sum Wasco county asked for in the federal court in Portland. Judge Ward Weber held conferences with top Army Engineers in Washington, D.C. and successfully arrived at a new settlement figure. He has called for bids for a new bridge at Three Mile Rapids. When these bids are accepted new piers will be erected so as to use the bridge steel in storage. The delay will cost the county a year's tolls. The set-backs have been one grand "headache" for all concerned, but perseverance is the pass word that has kept Judge Webber and his county staff at work on the project.

The Guy F. Atkison Co. was awarded the Covington Point bridge contract for \$1,988,000. The Army Engineers offered the county \$895,000 for the piers and Covington Bridge site. Later negotiations brought forth the million dollars difference. The April 1952 Chronicle said, "when completed the bridge will be an important milestone of progress speeding the flow of traffic between Oregon highway 30 and Washington highway 830. The relocation of The Dalles--California highway(23) approach up Three Mile creek to connect with the Old Dufur Market road and highway 23 at 8 Mile creek, is in the plans of the Three Mile Rapids site. The county applied for the permit to construct the bridge July 5, 1949. On March 17, 1950 the Secretary of the Army issued the permit to Wasco county to construct The Dalles Bridge at Covington Point. Work on the bridge was started in January 1951. Hearings on the federal condemnation action were held in Judge James Alger Fee's court Monday February 25, 1952. Judge Weber left Friday March 7, 1952 with Col. Ralph Tudor, consulting engineer of San Francisco and District Attorney Donald Heisler to confer with Senator Wayne Morse and high army officials at Washington, D.C. on the additional million dollars needed for a bridge at the Three Mile Rapids location.

While this bridge is NOT completed, we have every reason to believe that it will be, (barring an act of God). There are a lot of headaches yet to iron out by Judge Webber, and county commissioners S. M. Hix and Vernon Obrist and attorneys and engineers. It was under Judge Webber's leadership that this was all done, after waiting nearly 100 years for Dalles City to do the job!

Judge Webber was born(1893)at Ozark, Missouri the son of Sam and Alta(Morris)Webber. He recieved his early education in Kansas and came to The Dalles in 1913 to establish Webber's Cleaners and Taylors business which he turned over to his partners George Wedikind and Louis Powell when he became Wasco county judge in 1948. He was a member of the Port of The Dalles Commissioners and has always been an active member of The Dalles Chamber of Commerce. The day The Dalles Bridge is opened for traffic will mark the date Judge Webber will be acclaimed another one of the most outstanding citizens in our 100 years of history for benefitting so many people of the Mid-Columbia area with better road transportation.

EDWARD C. PEASE

Edward C. Pease, prominent pioneer merchant of The Dalles, was born in San Francisco(1860) son of Wm. Pease, a contractor who went to California in the gold rush days of 1849, and his wife Harriett(Cartwright)Pease. He graduated in 1878 from the San Francisco high school and came to Portland in 1882 with the building of the railroads into the northwest. In 1884 he came on up to The Dalles and clerked in the Smith French and E.B. McFarland merchatile store for 7 years. In 1891 he became associated with Robert Mays and bought out McFarland & French. They continued to do business as Pease & Mays until about 1900 when Mr. Mays retired and Mr. Pease assumed ownership. During that period of time(1884-1900)long lines of freight teams bore freight from the Pease & Mays warehouse to Central Oregon and the Goldendale area of Washington.

Upon the completion of the Columbia Southern railroad into Shaniko Mr. Pease established the leading merchantile store in that city which operated to about 1912, till the completion of railroads up the Deschutes to Central Oregon. The Shaniko store did a tremendous business, more than The Dalles store, during the railroad and settlement boom, with long lines of freight teams at his Shaniko warehouse.

Mr. Pease was a member of the Oregon State Board of Higher Edication; of the Whitman College Advisory Board and of the Federal Reserve Board; an active member of the Chamber of Commerce and Honorary President of the Wasco County Pioneers' Association. It was his friendship with J. P. O'Brian, Superintendent of the O.R. & N railroad that got the re-location of the Union Pacific Wood Preserving plant in The Dalles, now called the "tie plant" which employes over 200 men. But it was in the days of the dark depression of the 1930's that Mr. Pease did his greatest work, very quietly, for the people of Oregon and Washington.

When The Dalles Chamber of Commerce was working so hard to get Bonneville Dam, which didn't have too much support from Portland interests, Mr. Pease was asked to set on the Bonneville Dam committee. Money was hard to get and the Chamber was operating on a "shoe string" with hardly enough money in the till for postage stamps to say nothing of telegrams and phone calls which were luxuries in those days. Yet speed and long distant calls were necessary to Washington, D.C. in connection with the Chamber work. It was Edward C. Pease that took the phone off the hook and spared no expense to himself, who was hard hit by the depression too, to call up Charlie McNary, his friend, and get him to see President Roosevelt for authorization of Bonneville Dam construction. Not just once but many many calls were made and many many hours were spent by him, on our behalf, to get Bonneville Dam in 1933. This dam has had such tremendous benefits to Oregon and Washington people that it is with pleasure that we designate Mr. Pease as another one of our outstanding men. He married Elizabeth Bailey and their children were William and Edna(Mrs. Randall Pratt)of Portland.(Bonneville Dam PWA Project was authorized Sept. 30, 1933).

As we have previously stated, these are NOT ALL of the outstanding citizens of Wasco county. There must be many more. Who are they? When did they live? What did they do for all the people? Its not how wealthy they were; how high up the social ladder they climbed; what Fraternal order or church or political party they belonged to, its WHAT DID THEY DO TO HELP ALL THE PEOPLE?

BIOGRAPHIES LISTED IN THE HISTORY OF CENTRAL OREGON 1905 (Wasco County)

Adams, Manuel D.
Adams, Stephen B.
Adkisson, Joshua T.
Allen, Andy M.
Anderson, Alexander J.
Anderson, Enoch E.
Anderson, Milton J.

Balch, Charles P.
Bartell, Gustav E.
Bartmess, Sam E.
Bauer, Venz
Belieu, Benj. F.
Bernard, Charles
Bishop, Thomas
Blakeney, Jess W.
Blowers, Amby S.
Blowers, Laurence N.
Boggs, James C.
Bolton, Absalom D.
Bolton, Lewis P.
Bolton, Wilbur
Bonney, Augustus A.
Booth, John S.
Bourland, Oliver M.
Bradley, Eber R.
Bradshaw, Wm. L.
Brooks, Samuel L.
Brookhouse, Wm.
Brosius, Pamton
Brown, John W.
Buchler, August
Bunn, George
Burgess, J. Newton
Borget, Chas. N.
Butler, Isiah J.
Butler, Leslie
Butler, Polk
Butler, Ralph E.
Butler, Roy D.
Butler, Truman

Caddy, Frank
Campbell, George C.
Campbell, Julius
Cates, Daniel L.
Caster, George R.
Champlin, Charles V.
Chandler, Charles
Chandler, Frank
Chittenden, Hiram
Church, Frank G.
Clark, Lucius E.
Clark, Newton
Clark, Wm. L.
Clarke, Charles N.
Clausen, Fredrick
Cochran, Samuel
Coe, Henry C.
Cook, Omer W.
Coon, Thomas R.
Cooper, Daniel J.
Cooper, David R.
Cooper, George
Coppie, Simpson
Cox, Perez A.
Craft, Jacob
Crapper, Wm. S.

Creighton, David
Crockett, Hezekiah
Crossen, James B.
Crowe, Luther E.
Culbertson, George D.
Cunning, Thomas J.
Cushing, Milo M.
Cushing, Wm. H.

Dallas Theodore
Davidson, Arthur J.
Davidson, Charles
Davidson, Horatio F.
Davidson, Payton S.
Davis, Daniel O.
Davis, Wm. H.
Deckert, August
Deni, Joseph
Dethman, Christian
Dickson, James W.
Dodds, Hiram C.
Donnell, Zelek M.
Doyle, Albert G.
Doyle, Michael
Drake, Riley V.
Dufur, Andrew J.
Dufur, W. H.
Dumble, Howard L.
Ehrek, Wm.
Elton, John W.
Elwood, John L.
Evans, Leander
Everett, S. I.

Fargher, Arthur W.
Fargher, Horatio
Fargher, Thomas
Ferguson, Alfred
Ferguson, Belle R.
Ferguson, Elmer R.
Fitzpatrick, John H.
Fitzpatrick, Will
Fligg, George W.
Forman, Benj. L.
Frale, Charles
Fraser, Alexander
Frazier, Aaron
French, Daniel M.
French, Joshua W.
French, Smith
Fulton, James
Fulton, J. Frank

Gibbons, John J.
Gilbert, Clinton
Gillmore, James H.
Gilman, Charles N.
Ginger, Frank
Glavey, Michael M.
Glavey, Thomas W.
Glisan, Edwin T.
Gorman, Richard J.
Gribble, Wm. S.
Grimes, Clayton M.
Grimes, F. Leroy
Gulliford, Jacob A.
Hampshire, John F.

Hansen, Hans
Harbison, Robert E.
Harriman, Arthur M.
Harris, John H.
Harriman, Edward M.
Harriman, William J.
Harth, George A.
Haynes, Bert H.
Haynes, Ellsworth A.
Haynes, Joseph
Haynes, William R.
Heisser, Alexander
Heisler, Charles M.
Heisler, Monroe
Heisler, William
Hemman, C. Ernest
Henderson, John L.
Henderson, Walter
Hendricson, Morvin
Hendrix, Willis A.
Hibbard, Henry J.
Hill, Edwin M.
Hill, Marshall
Hillgen, Frederic H.
Hinman, Eli T.
Hixson, Augustus
Howe, Alma L.
Howie, Andrew J.
Hunter, William A.

Irvine, Frank
Isenberg, Howard
Isenberg, Miles P.
Jackson, Francis M.
Jaksha, Martin
Jayne, Andrew A.
Jenkins, Carey H.
Johns, Samuel S.
Johnston, Charles W.
Johnson, George W.
Johnson, J. Henry
Johnson, Samuel B.
Johnsen, Thomas Huett
Jones, Owen

Keller, A. Ad.
Kelley, Hampton
Kelley, Lucern
Kimsey, Doctor S.
Kirchheiner, Peter A.
Klint, Henry
Klinger, Louis J.
Koberg, John H.

Lage, Hans
Lage, Henry
Lamb, Larkin
Lane, Andrew W.
Lane, Louis L.
Lane, Norris M.
Lang, Thomas S.
Laughlin, Robert A.
Laughlin, Wm. C.
Lewis, James J.
Limeroth, Paulus
Linton, Kathleen
Longren, August

Lord, Elizabeth L.
Lueddemann, Max

MacAllister, Abiel S.
Magill, John B.
Marden, John M.
Marden, Victor
Markman, Claude F.
Markman, James F.
Marquiss, James W.
Marsh, Abel Y.
Martin, P.H.
Marvel, Arthur A.
Mason, Albert I.
Mayes, Edward S.
Mayes, Joseph W.
Mayhew, Henry L.
McAtee, Alvira
McAtee, John B.
McBeth, Finlay
McClure, Thomas
McCorkle, Wm. M.
McCoy, Dennis R.
McCoy, Henson
McCoy, Joseph H.
McHargue, James
Menefee, Frank
Menefee, Wm. R.
Mehl, Carl P.
Michell, John
Miller, John I.
Moad, Archibald C.
Morris, Clarence L.
Morris, Thomas F.
Morse, Lewis F.
Morton, Joseph W.
Mosier, Jefferson
Mosier, Jonah H.

Nace, Seraphine
Nicholson, Charles J.
Nicholson, Ingwert C.
Nickelsen, Martin H.
Nolin, James M.
Nolin, John W.

Obrist, Jacob
Odell, William

Parker, Asenath L.
Patterson, Jonathan N.
Patterson, Jeremiah M.
Peabody, John C.
Pealer, Russel
Perkins, George
Peters, Joseph T.
Phipps, John S.
Potter, Eleanor
Powne, Charles T.
Prigge, Henry
Purser, Joseph

Rand, J. Elmer
Rand, Robert
Reed, Chas. H.
Reuter, John A.
Rice, Austin C.
Rice, George W.
Rice, Horace

Richmond, Horace S.
Rigby, Jess W.
Ring, Hewett
Rondeau, Leon
Rondeau, Remi
Rooper, Herbert C.
Root, Amos
Roth, John M.
Ryan, Thomas F.

Sandoz, Charles E.
Sandoz, Louis A.
Sanford, Alfred C.
Sargent, Isaac N.
Selleck, Bernard
Selleck, Menzo C.
Seufert, Theodore J.
Sexton, Felix C.
Shelly, Roswell
Sherar, Joseph H.
Sherrieb, Frank C.
Sieverkropp, Henry O.
Sigman, Alvin
Sigman, Melvin
Sigman, Richard
Slocum, George
Slusher, Thomas W.
Smith, Ezra L.
Smith, James M.
Smith, Lyman
Southern, Charles H.
Sproat, Boyd N.
Staats, Wm. H.
Stark, Frank J.
Stewart, Alexander
Sternweis, John H.
Stogsdill, Asa G.
Stoller, Peter
Stranahan, Albert K.
Stranahan, Charles H.
Stranahan, James A.
Stranahan, Oscar L.
Stratton, Frank R.
Stubling, C. Johann
Swett, Charles H.

Taylor, Wm. H.
Thomas, Alvin E.
Thomas, Daniel E.
Thomas, Lindsay B.
Thorburn, Matthew H.
Tomlinson, Henry H.
Trudell, Gregoire
Trudell, Alfred
Turner, David A.

Urquhart, Andrew
Vanderpool, George W.
Vanderpool, Willard L.
Vanderpool, Wm. T.

Wakerlig, Henry
Wallace, Nathaniel
Walter, Albert A.
Walter, Orre L.
Walther, Wm. E.
Ward, Joseph W.
Ward, Thomas A.

Waterman, Ezekiel
Waterman, John W.
Waterman, Martin M.
West, John I.
Whitehead, Albert
Whitten, John D.
Williams, Chas. F.
Williams, George E.
Williams, Griffith E.
Williams, Wm. H.
Williamson, John N.
Wilson, David C.
Wilson, John A.
Wilson, Joseph A.
Wilson, Joseph G.
Winchell, Virgil
Wing, Chas. W.
Wingfield, Joseph G.
Wingfield, Orville
Woodworth, Gilford D.
Woolery, John J.

Young, George A.

Zachary, Daniel L.

SHERMAN COUNTY

Barnum, Ladru
Belshee, Joseph F.
Bennett, Milton & Walter
Biggs, Wm. H.
Brock, George W.
Buckley, Charles A.
Deiioss, George
DeMoss, Henry
DeMoss, James
Fulton, James, John, Dave
Ginn, Robert
Glass, Harleigh
Hall, Arthur
Harvey, James
Hildebrand, George
Hill, Ira F.
Huck, Caesar & Herman
Kaseberg, Edw. & John
Krause, Henry
Krusow, Fred
Martin, Harvey & John
Medler, 9 Families
Miller, James & Joe & Wm.
Moore, Chas. W.
Nish, Alexander
Peetz, Ben, Carl, Lou, Otto
Pike, Ben & Irwin
Porter, Al
Ragsdale, C.P. & Wm.
Rich, O.H.
Schadewitz, Henry & Louis
Schassen, John
Scott, Alex
Smith, Hugh, Jim & John
Tate, W.
Thompson, Geo. & Elwood
Tom, Chas.
VanGilder, Milon

Young, Dave

BIOGRAPHIES

We want to repeat here, for the purpose of emphasis, the importance of biographies. Every farm, every dwelling, every business and institution has a history and its important to the people who follow.

Everything we see and do is history! Some of it has importance, especially so when it effects the whole community or county.

Our children can't get an education without history! Its our duty to help them by keeping records and providing that history. There is no history any more important than that about your self, to your children and to your neighbors.

So keep a biography about yourself for them. Our Pioneers' Association and Historical Society to make that a requirement for membership. The undertaker has to have it for the preacher. Why make someone else do the job?

THE DALLES PUBLIC SCHOOLS

The first school of The Dalles was at the Methodist Mission located in the block bounded by 11 & 12 and from Washington to Federal, using the Wiley spring for water at 210 east 11 in 1838. In the mission school Indian children and whites were taught simple household duties such as cooking, sewing, making clothing. The necessity for reading never existed as there was nothing to read. The men and boys were taught saddle making, carpentering, gardening and a few of the outside tasks. The missionaries also preached to the Indians and all their sermons were not of a religious nature, some of them were general education. Sermons for larger gatherings were delivered from Pulpit Rock at 11 & Court, but for smaller gatherings they were often delivered at the Perkins House.

The Simms Log School

The next school, a log affair, located at 11 & Washington about where the high school tennis court is now located, was constructed in 1854 and called the Simms school because it set on the Simms Donation Land Claim. Serg. Peter Fair of the military garrison of Fort Dalles was the teacher. He belonged to Co. E. 9th Infantry of Fort Dalles and he died in San Francisco in 1890. Serg. Fair was succeeded by Chas. R. Meigs who taught for a while in 1855 until Nathan Olney enticed him into joining the volunteers for the Yakima Indian war. After the war he became a Dalles attorney, and principal of the Laughlin school.

The third school was a private one in a home on 4th between Court and Union. Miss Sconce was the teacher.

The old log school was moved closer to the "landing" and the History of Central Oregon says it was used for many years but that the school records had been burned (in the fire of 1894) making details lacking.

The 4th and Laughlin School of 1859

The first public school erected by the taxpayers was at 4th & Laughlin, at the foot of the hospital steps. The first teacher was Frank Johnson who later taught at the University of Chicago. It first had only one room. Later as the school population increased another room was added. In 1863 2 more rooms were added on giving it a T shape. The desks were 2 inches thick in order to give the boys lots of material to whittle on! In 1888 this school was moved to Union Street Park at 8th & Union and was called the Union Street Annex in 1900. Some of the students who went to the Laughlin street school were Congressman Malcolm Moody, C. M. Grimes, Dr. Hugh Logan, E.B. McFarland, Clara Humason, later regent of Oregon State College in whose honor Waldo Hall is named; John Day, Portland detective; Ellen Condon, geologist who worked with her father Dr. Thomas Condon of the University of Oregon staff. Chas. R. Meigs, teacher in the log cabin school above was first principle of this school.

Subjects taught in the Laughlin school were music, algebra, latin, geometry, history, geology in addition to the three R's and spelling. Spelling Bees were the big event of this school. The girls always spelled down the boys who stood at the "foot of the spelling class." This shows that boys of The Dalles have been notoriously bad spellers for 100 years; so please have tolerance with the writer of this history as he is only upholding the tradition of this community!

Capt. James Gray told Fred Lockley of the Oregon Journal "that Prof. Post of the Laughlin school used to start school at 3 A.M. and dismiss it at 9 A.M. in hot weather!" This would not be physically possible in 1852 for either teacher or pupil!

The Union street school was rebuilt out of the lumber of the Laughlin school at which Annie Lang first taught in 1888. The students of the Laughlin school were "passed" whenever the teacher thought it was best, until 1884 when school examinations were established.

The Brick Union Street School

The wood Union Street school was erected in 1873 in the street just below the cut and faced north with lots of playgrounds for out-of-door games. The children used to decorate their desks with the moss from the rocks of the bluff back of the school. It was called the "little blue school house" and was not used until 1880 by which time it was overcrowded, due to the railroad boom, and school classes were only $\frac{1}{2}$ day affairs. A room in the Methodist church was rented for the primary class. In 1882 the brick Union Street School of 4 rooms was completed and occupied by the 8th Grade and High School; the little blue school was continued for the lower grades. The brick Union Street school had another 4 rooms added on in 1910 and was called the Court Street school to distinguish it from the wooden Union street school, which was moved into the city park to make room for the opening of Union street and later torn down.

The Joseph Wilson School

The original Joseph Wilson school, was an old 2 room wooden building erected at 11 & Union in 1869. The first teachers of this school were Anne and Elizabeth Lang. In 1894 it was moved to the Joseph Wilson school location and called the EAST HILL PRIMARY SCHOOL. Its name was changed to the Joseph Wilson school in honor of Congressman Joseph Wilson the father of Judge Fred W. Wilson. Congressman Wilson was also Judge of the local Circuit court. (See biography under Elizabeth Wilson and under Judge Fred W. Wilson).

The Dalles High School Grounds

The Dalles High school grounds was given by Dalles City to School District 12 in 1872 and comprises $2\frac{1}{2}$ acres between 10 and 11 and Union to Washington. It was originally a part of the Methodist Mission claim won by Dalles City from the Mission board in a suit carried to the U.S. Supreme Court. The high school grounds was the home camping grounds for the Wasco Indian tribe.

THE WASCO INDEPENDENT ACADEMY

The Wasco Independent Academy Association, Inc. was organized in 1880 and the Academy building was erected by January 1881. It was a non-profit corporation (charitable) with all income to go to build up and maintain the institution. The \$500 stockholders were Samuel L. Brooks, Robert Mays, J. W. French, D.W. French, E.B. McFarland, Wentworth Lord, Ben Snipes, Mary Laughlin, Alexander Rogers, Dan J. Cooper, Joseph Henry Sherar, Hugh Frasier. The \$250 holders were Thomas Miller, Gov. Zenith Moody, Smith French, George Rush, N. H. Gates, Wm. M. Hand, Griffith Williams, George Liebe, J. B. Dickerson, Col. Jim Fulton, O.S. Savage, August Buchler, Vogt & Chapman, W. Lair Hill. The \$200 contributors J.B. Condon, D.E. Thompson, L.L. McArthur, Geo. Allen, A. Bunnell. \$150 were Louis Devenport, A.B. Moore, I.C. Nickelson, P.T. Sharp, Blumaner & Son. The \$100 group were A. Baltimore, Wm. Floyd, L.P. Henderson, T. Moore, Hugh Logan, J.A. Richardson, B.F. Laughlin, R.F. Gibbons, Emile Schanno, J.B. Crossen, Ben Kortan, R.B. Hood, A. Wintermeier, W. Mitchell, W.H. VanBibber, Hugh Glenn, R. Lusher, O. Kinersley, F. Drew, Maj. Daniel Handley, N.B. Sinnott, A.H. Curtiss, C.E. Christman, Joe Beegley, T.B. Hoover, Daniel Bolton, J.E. Atwater, J.A. Guilford, Wm. Grant; and the \$50 group F.P. Mays, J.H. Bird, D. Siddell, N.C. Long, O. Sylvester, L.D. Frank, Sam Klein, Geo. Holbrook, C.E. Dunham, E. Beck, G.W. Rowland, J.G. Fredden, J.W. Lansing, W.R. Abrams, W.S. Johns, Victor Trevitt, John Marden, H.L. Waters, Frank Irvine, H.C. Nielsen, C.J. Crandall, E.C. Price, H.E. Groeninger, J.B. Huntington, H. Callenbury, Peter Godfrey, T.J. Gehres, Wm. S. Myers, John Morgan, Henry Klint, Tim Baldwin, Tom Smith, Fred Dehm, John Michell, J.H. Jackson, J.L. Thompson, G.C. Munger, W. Wigle, A. Velarde, B. Wolf, J.M. Benson, Louis Klingler, Geo. Halvor.

The board of directors were (1880) Col. N.H. Gates, S.L. Brooks, E.B. McFarland, W. Lord, Robert Mays, L.L. McArthur and W. Lair Hill who was also first president and Dr. Hugh Logan, Secretary. D.M. French succeeded N.H. Gates in 1881; G.A. Liebe took the place of L.L. McArthur in 1886; F.A. McDonald was the 2nd president and B.F. Laughlin took Geo. Liebe's place in 1889. W. E. Sylvester bid \$9423.75 for erection of the building. It was opened Jan. 5, 1881 with Prof. T.M. Gatch as principal. He was succeeded by R.H. Willis in 1887. Other faculty members were Mrs. S.A. Stowell, preceptess, Miss Marie Smith, primary with opening attendance of 60. It was described as a beautiful structure and the largest east of Portland and was the crowning institution of learning in eastern Oregon.

In 1889 an act of the legislature made the academy a branch normal school of Oregon with David Torbet, principal and graduates were Cora Allen, Annie Lang, Elnora Mays for 1882. Graduates of 1883 were Wilbur Bolton, Bessie Lang, Gertrude French, Minnie Michell, Leigh Gatch, Laura Rogers, Nettie Williams. In 1884 J.W. Condon, Eve Lord, E.C. Hill, Eunice Mays, Minnie Wigle. In 1885 Nannie Cooper, Ruth Gatch, Grace French, Anna Moore, Anna Turner, Avis Smith. In 1886 Lulu Bird, Maud French, C.J. Bright, Ethel Grubb, Mary Frasier, Amanda Hildebrandt and Perry Rothrock. In 1887 Mamie Cooper, Fannie Robinson, Hettie Golstein, Sula Rush, Mattie Johns, John Taylor, Jessie Kinsey, Jessie Welsh, Edwin Mays, Laura Welch, Nettie Mitchell, Lee Wigle. In 1888 Nick Sinnott. In 1893 the last commencement was held the financial support being insufficient to support to school expenses.

The property was deeded to School District 12 June 12, 1894.

The old academy school remained as a grade school, on the site of the present high school at 10 and Washington until 1914 when it was razed to make way for a new and larger high school which burned Feb. 6, 1940 at a \$250,000 loss and was replaced by the present high school.

WHITTIER JUNIOR HIGH SCHOOL

The Whittier Junior high school was erected as The Dalles high school to replace the Union street high school in 1882. It continued as the high school until the erection of the building, as mentioned above, in 1914.

COL. WRIGHT SCHOOL

The little WEST END school located at 11 & Mt. Hood was replaced by the more modern Col. Geo. Wright school of 1924. Col. Wright was commander at Fort Dalles during the Yakima Indian war of 1856. The Fort Dalles parade grounds and the Col. Wright school grounds are identical; and the flag pole for both the old Fort and the school occupy identical spots, the old location of the Fort Dalles band stand. Patents, not deeds, was given by the U.S. Government to School District 12, for the ground, being part of the old military reservation.

THOMPSON ADDITION

The Thompson Addition wooden school was established about 1900 and is one of the best in the district. To get away from the high cost of masonry buildings which are obsolete before the bonds are paid off, many Oregon districts are resorting to artificial log schools of one story low cost construction. It will be interesting to see how long it will take the taxpayers of district 12 to economize by using low-cost, single floor buildings of artificial logs or lumber.

The Kurtz gymnasium was erected in 1938 at a cost of \$106,000. Ed Kurtz was a school director from 1921 until his death in 1939, liked and promoted athletics. The directors named the gym in his honor.

Principals of the school down to 1905 were J. D. Robb, E.P. Roberts, J.W. Miller, Dr. O.D. Doane, Levi Walker, Patton, S.P. Barrett, F.W. Grubbs, W.L. Worthington, J.S. Browne, Chas. Davidson, Nap Davis, Price and M.W. Smith, John Gavin 1898, J.S. Landers, Julius Orcutt, 1905, A.C. Strange 1909.

---History of Central Oregon.

ST. MARY'S ACADEMY by Margaret Walker

The Catholic Mission site was laid out at The Dalles in 1847 by Father Rosseau and Bishop Blanchet. Christmas of that year a company of mounted volunteers of the Cayuse Indian war came up by boat from Oregon City, under Major H.A.G. Lee, following the Whitman Massacre that fall; and these troops occupied the Methodist Mission buildings as a fort, called Fort Lee. Major Lee informed Bishop Blanchet that due to Indian troubles they could not permit construction of a Mission that would allow the Indians to gather together for another possible Whitman episode. So all they could accomplish was to lay out the 640 acre Catholic Mission Claim and erect a shelter for Father Rosseau. The military volunteers being ragged and without provisions and food for the oncoming cold winter Bishop Blanchet gave them several head of cattle, without charge, which Major Lee graciously accepted. Bishop Blanchet returned to Walla Walla.

By June of 1848 Father Rosseau had erected a church near the Wasco county hospital spring, with Indian help, and enlarged his dwelling. George Snipes, an 1853 emigrant, attended religious services in that log church without a floor, verified its location next to the county owned spring, and said, "the little church was lined with mats on the walls and floor (for Indians to set on) and had a very pleasant appearance. Services were in both Latin and Chinook, neither of which I understood, but I enjoyed the services anyway. The little church burned Feb. 26, 1855, when the Indian matting caught fire from a candle. The second Indian Mission church was erected near the first one."

Rev. Father Toussaint Mesplie became parish priest in 1851. He estimated 500 baptisms, 30 conversions and about 30 marriages at the first mission church. Father Mesplie made a deep impression on the Indians who never bore arms against the white troops or settlers. (His brother Theodore took up a Donation Land Claim on Mill creek which in 1925 was occupied by Julius Mesplie.) After the burning of the log Mission church, Father Mesplie erected a more church-like building with a steeple and bell out of sawed lumber from the government military sawmill at 9 & Mill creek. It was located just west of the present Catholic cemetery.

In 1861 it was replaced by the white Catholic church at 3rd & Lincoln which faced north. The present brick church was erected under the guidance of Father Alphonsus Brongest in 1898. By 1907 most of the 640 acre Catholic Mission claim had been sold to private individuals, except for the cemetery.

St. Marys

St. Mary's Academy was established in 1864 by the Sisters of the Holy Names of Jesus and Mary. These Sisters of Charity from Montreal came to Oregon in 1856 to locate charitable and educational institutions. While they were assisted by the ladies of the Catholic churches of the Pacific northwest they endured great privations and hardships; but they did establish boarding schools and 2 orphanages, one for boys and one for girls where they nurtured and educated several hundred children. Others Sisters came in 1859 via Panama to help in the work of education, orphanages, and nursing the sick at night after teaching during the day!

It was not until 1864 that 4 of those sisters came to The Dalles where they founded St. Mary's school in a small wooden building on 3rd street across from the present academy.

A HISTORY OF ST. MARY'S ACADEMY by Maryan Foley

August of 1864 saw a tiny but brave party of Sisters of the Holy Names of Jesus and Mary come to the growing town of The Dalles to found another of their private schools, St. Mary's Academy. This group of Sisters was composed of Sister Mary Francis of Assisi, Superior, Sister Mary Francis Xavier, Sister Mary Arsenius, Sister Mary Agatha. Although these 4 women pioneers endured numerous hardships, through the goodness of the townspeople, who presented them with \$411.25 obtained through a social assembly, the first Catholic school in eastern Oregon was soon established in a small 2 story frame building on 4th & Lincoln streets. During the first year, 62 boys and 81 girls were crowded through the doors of this grade and high school. It was the only high school in Wasco county in 1864. A boarding school was added in 1867 which brought many out-of-town students desiring a Catholic education. By 1871 the influx of students forced the Sisters to move the school (across from St. Peter's) to the north side of Third street and was then known as the "Convent of Mary Immaculate." Within a short time 2 wings were added, the smaller for the chapel and the larger for the new music department.

The Brick Academy School

Due to the constant increase of students, this wooden school, too, proved inadequate. With the cooperation of The Dalles people and Rev. Alphonsus Brongest, St. Peter's pastor, plans for a new and larger school were drawn up in 1883. Members of the building committee were Emile Schanno, Michael Fitzgerald and Henry Herbring. The building expenses were obtained through local subscriptions and civic activities. (Since that time the school's maintenance has been primarily through tuition.) Work progressed rapidly on the school and on July 29 of 1883, the cornerstone the present Academy was blessed by Archbishop Charles J. Seghers, D.D. On February 20, 1884, the 5 Sisters and 20 boarders moved into the present building. The Sisters' chronicle for this day reads, "The Wasco Independent Academy Band serenaded the inmates of the Convent to signalize their occupancy of the new building. Our boarders were surprised and delighted when at 9 P.M. melodious strains greeted their ears; the young ladies especially were jubilant over this delicate mark of attention." One year later St. Mary's chapel was annexed to the west end of the building.

Within the first decade of the present St. Mary's existence, the school witnessed the two greatest threats that it has ever had. The first occurred on the afternoon of September 2, 1891,

when the horrified cry of FIRE rang through the small city. The blaze started in the eastern end of town, and nourished by a strong east wind soon swept devastation throughout 18 blocks of residential and business establishments. When disaster to the school seemed almost inevitable, with the hungry flames only 2 blocks away and steadily drawing nearer, the beseeching prayers of the Sisters and their friends proved fruitful. The course of the wind was suddenly reversed and the fire soon burned itself out, leaving the school unharmed to serve as a shelter to some of the less fortunate citizens who lost home and possessions.

Just 3 years later, during the summer of 1894, disaster really struck the Sisters a harsh blow in the form of a flood. On June 7, within one week of an early dismissal of school (due to the rise of the Columbia river) flood waters stood 61 inches in the first floor hall. June 10 saw the waters beginning to recede, leaving on the walls and floor a thick coating of mud and debris, to be scraped off and thoroughly washed before a complete refinishing process could be begun. Much disease and sickness followed the flood and at this time of distress the school was partially converted into a hospital.

St. Mary's, in its 88 years in The Dalles, has graduated numerous students who have distinguished themselves in the fields of teaching, business, religious life, medicine, music, science, writing and agriculture. The Music Department, under the direction of Sister Claire Marie, provincial supervisor, is recognized throughout the community for its fine work in training young musicians. Students from this department annually entertain members of the local organizations such as the Kiwanis, Lions, Pioneers' Association and Knights of Columbus. All the local hospitals have enjoyed musical programs presented by the students. The school enrollment is 237 students with considerable increase anticipated for the years ahead with 40 children registered for the first grade next September. Plans are being made to take care of this increase in the lower grades as well as the upper grades and the high school department.

As a historical landmark and beacon of culture St. Mary's has watched the tiny village of The Dalles grow, steadily increasing to the city it is today. Many Dalles families, through several generations, have boasted a St. Mary's education and graduation. For almost a century the high principles and standards of this academy have influenced the lives and actions of hundreds of people in this and surrounding vicinities. St. Mary's has appreciated the friendliness of The Dalles citizens and hopes to continue to share with them for many years to come her advantages and contributions.

The Dalles Directory of 1881 said, "Pupils of all denominations are equally relieved and all interference with their convictions are scrupulously avoided. The main building is 60 X 90 with an external chapel 23 X 40. It is 3 stories high with 11, 15 and 14 foot ceilings. The center is the recitation room and there is music, drawing and sewing rooms. The third floor has a large dormitory with bath. The entire second floor can be made to open into one room by sliding doors so it can be used for assemblies or reunions. The school can accommodate 50 boarders and 150 pupils. The Sisters may well be content with their laudable undertaking and improvement over the old wooden building. It cost \$20,000 and pupils of all denominations are relieved. The school offers music, drawing, sewing, and grade school and high school subjects."

The History of Central Oregon in 1905 said, "The academy was completed in 1884 and founded in 1864 by the Catholic pioneers of The Dalles and in charge of the Sisters of the Holy Name from Montreal. Friends made generous contributions toward its erection. It is incorporated and authorized by the State of Oregon to confer academic honors. Its patronage extends to the neighboring counties and into Washington. On the ground floor is the kitchen, dining room and recreation room for children. On the floor above are the parlors, office, 2 music rooms, 3 class rooms, community room and library. The studio, infirmary and dormitories are on the upper floor with bath and toilet rooms. The building is heated by hot water. The school is divided into 13 grades. The music department offers piano, organ, banjo, violin, mandolin, zither, guitar and harp. The art department offers pastelle, oil, metallic, mineral and water colors and also crayon."

The Chronicle of 1950 said, "The teaching staff is now 14. The athletic department is coached by Father Wm. Roden. In the last 3 years the entire wiring system has been replaced to comply with fire safety regulations. The school is self-supporting with all expenses taken care of through tuition which is \$50 a year for grade children and \$60 for high school students."

In 1952 the Chronicle said, "The problem of growing schools in The Dalles is not confined to the public schools as St. Mary's is having the same problems to even a greater degree than the public schools. Enrollment is 237 for this year, according to Sister Rosa Marie, principal, and that is an absolute limit which the school can handle which included 62 in high school and 20 in the residence hall from as far away as Los Angeles. Any child whose parents want him to have a Catholic education may enroll in St. Mary's, if there is room!" The school staff numbers 16. Like a lot of other schools this one is trying to educate 1952 students under 1882 conditions and needs enlarging and modernizing. It is a tax free institution, yet the parents of the children pay taxes for support of our public schools. It appears that our school laws should be amended for support of private schools from public funds, subject to state approval of schools.

The Chronicle of Dec. 23, 1951 said, "School District 12 expects 2000 new school children by 1956, due to The Dalles Dam construction and Supt. Dave Bates estimated needs at \$1,345,000. The budget is now just under \$500,000 per year, about \$100,000 higher than the 6% limitation. The Dalles will need federal help for schools and this should include help for St. Mary's."

EARLY DALLES SCHOOLS

The Times-Mountaineer of May 17, 1898, borrowed from the library of Mrs. Fred Houghton of The Dalles had the following to say on our public school system:

The first schools of the village of Wascopum were those of the missionaries and the private schools maintained by the soldiers of Old Fort Dalles stationed here to defend the white settlers against the Indians. In the spring of 1854 the first school of the post, a small log building, was erected a little south-west of the Academy Park (high school) school now stands (1898). In the summer of 1855 Chas. Meigs taught a private school in the same building, but he left the school in the fall to join a company of volunteers organized by Nathan Olney to fight the Indians. (This was better known as Orlando Humason's Dalles company of volunteers of the Yakima Indian war to which Olney was attached as Indian agent.)

School District Formed in 1859

One of the early schools was taught by Miss Sounce, a sister of Mrs. Put Bradford and later the wife of Col. Ebie; taught in a private house on 4th street between Court and Union. In November 1859 the school district was organized and this foundation of the public schools of The Dalles was strengthened by the building of a public school house, or a public school room at 4th and Laughlin streets. Another room was added a few years later and in 1863 2 more rooms were built giving the school the form of a T. The desks of the first 2 rooms gave sad proof of the fact that young America is anxious to make his mark in the world. The school directors furnished one of the new rooms with desks 2 inches thick to give the boys sufficient material to whittle on! In later years the part built on in 1863 was known as the little blue school house. In 1888 it was moved to Union street at 6th and is now known as the Union street annex.

The Union street school was first erected in 1873. It first stood in the street, just below the cut the main entrance being from the north. The grounds were ample and the boys and girls found room for out door games. Many flowers and beautiful mosses grew on the bluff near the building and great was the children's delight when they were allowed to decorate their desks with the mosses. The little blue school house was not used for a time. By 1890 the attendance of the schools had increased so that every room had to be used and then not all the pupils were accommodated. In the lower grades half day sessions were maintained and a room in the Methodist church was rented to provide for a primary class. Such were the conditions when the citizens voted a tax to erect a brick building of 4 rooms. The building was completed in 1882 and is now occupied by the 8th grade and the high school pupils.

The Joseph Wilson School

A building of 2 rooms was erected at 11 & Union in 1889 and moved to the site of the Joseph G. Wilson school in 1894. That same year the Wasco Independent Academy, with all the property of the Academy Association, was purchased by the school district. In 1898 the school district owned 10 acres of land and 5 school buildings valued at \$53,000. A high school building is being built on the Academy Park grounds (10 & Court) at a cost of \$19,000 after the taxpayer bonded for \$20,000.

The Teachers

Mr. Hathaway taught school in 1856-57 when "all the grades were in one grade". H.J. Waldron was another pioneer teacher. He was a man of great ability and helped shape the destiny of our early schools. He was the last person to teach when "all the grades were in one". Later principals were J.R. Robb, E.P. Roberts, J.W. Miller, Dr. O.D. Doane, Levi Walker Patton, S.C. Barrett, G.W. Grubbs, W.L. Worthington, J.S. Brown, Chas. Davidson, Nap. Davis, M.W. Smith. There were no grades nor examinations, passing or graduations in those early schools. The later system was worked out slowly and sometimes painfully. The work of the pioneer schools should be judged by the results and not the methods used. The boys and girls of the 1880's who attended these schools are the active men and women of today and many of them are most successful. Mistakes were made then as now. We find more to commend than to criticize. The pioneer school lost much by making arithmetic the test of a child's ability, a mistake not limited to The Dalles. More time should have been devoted to language and our work would have been stronger. It was impossible to grade a school successfully when there were but 5 teachers as late as 1880. In the place of written examinations the teacher promoted the pupil when he thought best. No pupil asked, "Did you pass?" Instead it was "can you do the sums?" The monthly examination plan was followed in every grade since Chas. Davidson took charge of the schools in 1884.

The High School

In 1884 the high school work was added to the schools the first class graduating in June 1885. The classes completed the same studies in 1886-87. There was no class in 1888. In 1889 5 girls completed the longer course. The high school department was not maintained during the next 5 years as the Wasco Independent Academy offered the same line of work. When the property of the Academy passed into the hands of the school district the high school was revived in 1894 with algebra, rhetoric, civil government, physiology, physical geography, English, higher arithmetic, bookkeeping, physics, geometry, history, geology, political economy. A class of 9 completed the course in 1897 and the next year 13 and the next 17. In 1898 there were 24 high schools in Oregon and 1897 they grew to 43, 4 years being required to enter the University of Oregon.

In 1898 the school were managed by John Gavin, principal for the past 6 years, assisted by 16 teachers. J.S. Landers was assistant principal. There were 1351 children from 4 to 20 years of age in the district in 1898, 760 being enrolled in school.

(Melissa Hill, author of item).

The TIE PLANT

The biggest industry of The Dalles, aside from the railroad, is our wood preserving plant commonly called the "tie plant" because of the hundreds of thousands of railroad ties always stacked in the yards. The Tie Plant employs from 140 to 220 men, depending on the season and demands, with an annual payroll of \$600,000. The immense piles of timbers make an impressive sight for the tourist and native alike regardless of whether they are interested in that type of industry or not. The 6 cranes that continually shift and move their burdens about, the men who work outside, day and night, in all kinds of weather, and the little diesel school-boy engine and cars are all a very unusual industrial activity of our community.

The Union Pacific Railroad's Tie Treating Plant was first established at Wyeth, about 8 miles east of Cascade Locks in 1906 with 40 employees. They also had a similar plant at Laramie, Wyo. A.C. Pestel was the first superintendent down there. The ties were rafted in from Wind River, a close source of supply for Wyeth. But the continual rain and bad weather in that part of the Columbia river gorge caused the railroad officials to look elsewhere for a location for their plant. Their engineers had made some very extensive studies and investigations of other likely localities. At The Dalles they found not only a nice climate for the men with nearly 200 days of sunshine, but they also found that a carload of wood, lumber or ties could be unloaded at The Dalles, let set for only 60 days and the MOISTURE LOSS would not only pay for the loading and unloading of the ties or lumber, but they could also make a saving on freight charges between The Dalles and eastern markets!—on the drier lumber. But that wasn't enough. Other cities between here and the Blue Mountains had similar weather conditions and some of those other cities wanted that tie plant and its payroll just as bad as The Dalles!

It was the close friendship between Edward C. Pease of The Dalles and J. P. O'Brian, General Manager of the O.W.R. & N. Co. division of the Union Pacific that swung the plant to The Dalles. Mr. Pease, pioneer merchant of The Dalles, has always regarded this achievement with lots of personal pride and joy for having been successful in bringing this \$600,000 annual payroll to The Dalles to compensate for the loss of the O.R. & N. Co. railroad shops to Portland in 1893, and its 300 employees (1200 population).

In 1923 the Union Pacific Wood Preserving (tie) Plant was erected at The Dalles to treat bridge timbers and railroad ties. There was a demand for wood preserved products by other concerns but at that time the railroad laws prevented the Union Pacific from serving other firms in that manner; so in 1931 the Union Pacific railroad leased the plant to the Nebraska Bridge and Supply Co. Mr. Pestel was retained as manager until 1942 when Arthur Bode took charge remaining until 1951 in which year the lease was bought by the J. H. Baxter Co. of San Francisco who operate it under their trade name of BAXCO Corp. Joe Napier is manager. They operate plants at Long Beach and Alameda, California.

The size of the plant, the number of men employed and the amount of business has grown by leaps and bounds since World War 2. It is 5 times as large as it was when they moved here 20 years ago! The plant endeavors to keep a half a million ties in the process of treatment. They have 4 large retorts, 8 foot in diameter and 150 feet long, capable of taking the long telephone and power poles we see about our landscape. These poles can be peeled of their bark in the yards, drilled for cross arms, braces and other needs before treatment. All bridge timbers are "framed" sawed and drilled to map specifications in the framing yards before treatment. The saws and the drills are a constant tune of musical activity day and night. There are 6 cranes with an average 5-man crew, each operating 3-8 hour shifts. The men work a 40 hour week although the plant operates 7 days a week.

In the retorts, the green, long, power and phone poles require 96 hours of "cooking" in boiling creasote although 8 hours of "cooking" will be enough for 8 foot railroad ties. A. C. Van Diver and Chas. S. (Scotty) MacGregor are the "head cooks" who prepare the soup for the lumber. Creasote is a by-product of coke and comes from the Utah smelters just south of Salt Lake City. The plant has a million gallon storage capacity for creasote. It is shipped here in railroad tank car lots at a cost of 16¢ a gallon in the storage tanks. From 6 to 8 pounds of creasote is used per cubic foot of lumber and penetrates about $\frac{1}{2}$ inch. The cars of timbers are run into the retorts, the doors are closed and bolted. A vacuum is then created to extract any moisture. Then the boiling hot creasote is pumped into the retorts for the 8 hours or more "cooking" process, after which the creasote is pumped out and the timbers taken out into the yards to be stacked up by cranes to dry.

While the 6 big cranes do most all the heavy lifting work some work must be done by hand. There are Paul Bunyan MEN who pick up and handle 150 pound railroad ties like they are toothpicks! The 300 pound 16 foot switch-ties require two of Paul's sons. The handling of ties requires a great amount of good team-work to prevent accidents and accomplish the task with the minimum of effort, in addition to the he-man brawn and brains. The severe out door winter weather is their greatest enemy especially when ice and snow causes uncertain foot security.

The oldest employee is Reuben Johnson who has been with the company since 1911. P. N. Larsen is the next oldest as a crane operator since 1920. Walter Driver, Tom Haynes, Kenneth Haynes and George Powell went to work in 1923. John Mackey and A.C. Vandiver are 1922 employees. Vern Sewell and Chas. (Scotty) MacGregor have been there since 1924. Robert Johnson is general foreman. George Eubanks is foreman of the pole yards. Jess Stanek is foreman of the tie yards. David Patterson was the only man killed in the 46 years of plant operation. One man came close to being cooked by boiling creasote when he got into the retort one day ahead of the timber cars, a "near miss", as an aviator would say. It scared Walt Driver almost as bad as it did his brakeman-victim.

THE DALLES DAM

The following item on The Dalles Dam appeared in the December 2, 1951 edition of the *Spokane Review of Spokane*, Wash., written by Thomas H. Lipscomb, U.S. Army Engineers' Office, Portland, Oregon, in charge of designing and constructing The Dalles Dam; and loaned for this history by H. G. Miller, retired cherry orchardist of The Dalles.

The Dalles Dam will eliminate the turbulent waters of the Columbia river above The Dalles which climax in Celilo Falls. The construction of the new unit of the corps of engineers' comprehensive multiplepurpose plan of development for the Columbia river basin, within the U.S., will get under way in March 1952, now that congress has appropriated \$4,000,000 for it.

(The S.A. Healy Co. of New York, project contractor started construction Feb. 18, 1952. The official dedication ceremonies by Gov. Douglas McKay, Mayor Marshall Nelson of The Dalles, W. S. Nelson of the local Chamber of Commerce, Col. Thomas H. Lipscomb, Portland division corps of army engineers, H.B. Elder, resident engineer on the dam were held at Big Eddy March 12, 1952. The program was preceded by a parade down 2nd street. The talks were broadcast by radio station KODL of The Dalles and a banquet at the Elks Temple that evening closed ceremonies.)

To be located at the head of Bonneville dam pool, 192.5 miles above the mouth of the Columbia river and approximately 3 miles east of The Dalles, Oregon, the dam will consist of a navigation lock, spillway, powerhouse and nonoverflow dam sections totaling about 7800 feet in length. The early work will consist of underwater excavation for the cofferdam and powerhouse and for the approach channels to the powerhouse. Preliminary planning indicates that approximately 20,000 acres of land will be required for the damsite, construction area and the reservoir.

Authorized in the 1950 river and harbor and flood control act, The Dalles Dam is an important link in the proposed development of the Columbia river and the Pacific Northwest. With the project's construction cost, with 14 generating units installed, estimated to be about \$350,000,000, it can readily be seen that an appropriation of \$4,000,000 will do little more than get the work started. In addition to starting the excavation work, the initial funds will be used for land acquisition, modification of The Dalles bridge now under construction, and down payments on powerhouse generators which must be ordered early if they are to be ready for installation on schedule. Prospective completion date of the project is 1957, if possible, dependent upon appropriation of funds by congress.

The navigation lock, located on the Washington shore, will be 86 feet by 675 feet in clear plan dimensions and will provide a 15 foot depth of water over the sills at five foot draw-down of the pool. Necessary guard walls and channel improvements will be provided in the vicinity of the lock to facilitate better approach conditions to the lock. The gate-controlled spillway will be 1848 feet long. The initial power development will include 14 units rated at 78,000 kilowatts each, or a total of 1,092,000 kilowatts. (Bonneville is rated at 504,000 K.W.; McNary is 980,000 K.W. and Grand Coulee is 1,944,000 K.W.; total of the 4 dams 4,520,000 K.W.)

Fish ladders and powerhouse collecting systems similar to those at Bonneville dam and the recent improvements in design for McNary dam are proposed for the project. Downstream migrants would have access both to fish ladders and fingerling by-passes. The cost of salmon hatchery facilities is included in the project estimates. The dam will provide a 25 miles slackwater pool for navigation; provide the needed power generating capacity for the northwest power pool; reduce the pumping lift required for irrigation, and provide recreational possibilities of the type now available to residents of the area. It is estimated that approximately 6 years will be required to complete the project.

Although its power production now greatly overshadows all its other purposes, future historians will want their readers to remember the dam as the 4th stage of development of the Columbia river. At The Dalles in the interest of navigation. Looking back it is interesting to note that prior to 1883, the link between the boats operating on the upper river above Celilo and those with their terminal at The Dalles, was an old Wagon road portage. (The Old Oregon Trail via Fairbanks). Then in the spring of 1883 the Oregon Steam Navigation Co. completed a 13 mile iron-railed portage line along the Oregon shore between The Dalles and Celilo, operating regularly and at a profit for a number (20) of years. With the aid of a telegraph line, installed parallel to the track, the train could always be on hand to meet incoming boats to speed their cargo in either direction.

Increased river traffic, especially on the upper river, soon justified the construction of The Dalles-Celilo Canal, completed in May 1915 at a cost of \$4,480,000, just a little more than the initial appropriation for The Dalles Dam. Since the completion of the project, some \$500,000 additional funds have been expended in modernizing the canal and locks. A single lift lock replaced the slower tandem locks at Big Eddy in March 1941. At the same time an electrification system was installed, fender and guide piles were constructed at the lower entrance to the canal. The upper entrance was improved in 1943 and 44; but the canal is narrow and river operators must break up their tows to get through the locks. Today, the navigation project of 1915 is considered obsolete, but it will continue to function throughout the construction period of The Dalles Dam, moving barges and boats up and down the Columbia river.

Resident engineer of the new Columbia river project(Dalles Dam)will be Hurbert B. Elder, a man of considerable engineering and construction experience who has been transferred to the Portland district office from Nashville, Tenn. During the last war he served with the corps of engineers as a lieutenant-colonel. Being a resident engineer is not a new position for Elder who has served as a resident engineer at the Callipolis dam on the Ohio river, Dale Hollow dam on the Obey river and the Center Hill dam on the Caney Fork river. During the war(WW2)Elder served with the corps of engineers in the southwest Pacific from Austraila to Japan, part of which time he was in the brigade of Gen. Orville E. Walsh, now north Pacific Division engineer. He was responsible for restoring the main aqueduct into the city of Manila, under fire from the Japanese on two different occasions, and was awarded the Legion of Merit for building a dock in Manilia in record time.

---Col. Thomas H. Lipscomb.

----- The Dalles Dam

The Progress Edition of The Dalles Chronicle, April 1952, said, "The Dalles Dam is designed for ultimate installation of 22 generators(Col. Lipscomb's report, above, was 14 generators); that will wrest from the fast-flowing Columbia river 1,716,000 kilowatts. The half-mile-long powerhouse will have space for 16 units with a substructure capable of housing at least 6 units at some later time when upstream storage projects provide enough water to make their operation feasible. As initially provided, however, the powerhouse will have 14 units of 1,092,000 K.W. The first generator will be installed in November 1956. Bonneville capacity is now 518,000 K.W., Coulee 1,944,000 K.W., McNary 980,000 K.W., Chief Joseph 1,024,000 K.W., total 5,558,000 K.W. for the 5 dams either completed or under construction. The height of The Dalles Dam will be 87.5, Bonneville is 66, McNary 92, Chief Joseph 220 and Garnd Coulee 330 feet. The powerhouse of The Dalles Dam will be as high as a 12 story building, about $\frac{1}{2}$ mile long and with base 20 feet below sea level; about one square mile of rock, 10 feet deep has to be removed for it(10,000,000 cubic yards). Concrete for the dam will build 1000 miles of highway; 80,000 tons of steel and other metals will require 3000 freight cars. Each generator will weigh 4,200,000 pounds. There will be $2\frac{1}{2}$ fish ladders to help the fish over the dam.

"The number of workers required will reach a peak of 3600 in 1956, who with their families will amount to 6200 additional population not including service workers in other businesses and occupations not connected with the dam project. The 1952 appropriation was \$30,000,000 to keep the work going. The original cost was estimated to be \$226,286,000 and has since risen to \$348,000,000 and that does NOT provide for an estimated \$23,000,000 in damages to the Indians for their fishing rights under the treaties of 1856. Benefits when completed, power for sale \$20,520,000 annually; navigation \$564,000; irrigation \$13,000; public use \$44,000.

"The relocation of the Union Pacific railroad will cost \$23,323,000; relocating highway 30 will cost \$8,315,000; relocating the S.P. & S railroad \$19,611,000; switching yards at Wishram will cost \$3,210,000; modification of the S.P. & S railroad bridge \$2,157,000; county roads and power lines \$814,000.

"The rates for power generated at The Dalles Dam is set by the Bonneville Power Act at \$17.50 a kilowatt year(\$14.50 within 5 miles of a dam)and sales of power are made through the Bonneville Power Administration with headquarters in Portland, Oregon. This rate may go up to \$22.50 a K.W. year by 1954 if costs do not quit rising. With the completion of the dam the navigation bottleneck will be eliminated between Big Eddy and Celilo. It is estimated that the northwest will need 9,000,000 K.W. by 1957. The total amount now generated is just under 5,000,000 by both private and government owned plants. The Dalles, McNary and Chief Joseph will only add 3,000,000 more K.W. to the pool therefore Ice Harbor, John Day, Hells Canyon and the other projects are definately needed."

Ivan Bloch's Conclusions

Ivan Bloch, industrial consultant of Portland for The Dalles Chamber of Commerce says, "At site power at The Dalles Dam will not occur before the end of 1956 with an installed capacity of 140,000 K.W., however the Bonneville Power Administration will serve large industries at The Dalles under certain conditions before 1956. A 2-mill power rate will save an industry as much as \$51 million in 20 years! An aluminum plant costing \$36 to \$42 millions would employ 600 to 700 persons and use 123,000 K.W. of power. They would import 300,000 ton of raw material and export 60,000 tons of metal. The figures vary for different industries that might locate near The Dalles Dam. He mentioned titanium metal plant, magnesium, iron, stainless steel, ferro alloys, electrolytic iron, electrolytic manganese, artificial abrasives, calcium carbide, calcium cyanamid, metallic sodium, calcium, chromium, silicon, lithium, fluocarbons. Some of those types of plants would require the transportation of raw materials by deep-draft navigation to The Dalles and could make important return cargo shipments of products from The Dalles and vicinity to South American and other Pacific markets.

The Dalles Dam will be the first down-river structure having substantial industrial acreage within close proximity of the dam's powerhouse and a unique variety of rail and river transportation facilities. The savings from this advantage may facilitate the location of new industries. The Dalles Dam is a powerful link in the chain of economic development of the Pacific Northwest, bringing closer the wealth of the Inland Empire to the lower Columbia river area outlets to world trade. The citizens of the region owe a profound debt of thanks to those in public and private life who have pressed for favorable action on these appropriations. The job is NOT completed. There remains more dams in the development program and 200 miles of navigation improvements, several hundred thousands of acres of land to be irrigated.

THE STORY OF ELECTRICITY IN THE DALLES

The story of electrical service in The Dalles dates back to July 2, 1888 when Ed. Handley, son of Major Dan Handley of the Umatilla House fame and Hugh Glenn were given a franchise by Dalles City for the erection of a wood-burning electric light plant at 7th & Union streets at a cost of \$20,000, and the right to distribute electricity within the city limits. Wood to feed the boilers of this little steam plant was obtained from scows on the banks of the Columbia river and from the Johns Lumber mill flume at 14 and Mt. Hood streets. This plant was a success, in a small way and it was called The Dalles Electric Light Co.

The Dalles Electric Telephone and Power Co.

On February 6, 1892 the little pioneer plant was sold to The Dalles Electric Telephone and Power Co. The Dalles directory of 1898 shows D.M. French was President, Smith French was Secretary and J. W. French was treasurer and Wentworth Lord a co-owner of this company. John A. McArthur was the manager and he lived at 104 W 3rd. This company moved the plant to the north-west corner of First and Laughlin. L. E. Dawson and Arthur Creighton worked for this company in 1895. The plant continued to operate as a steam plant until 1902. It had just a small dynamo and it was very questionable whether the little 10-watt globes they allowed customers to install, gave any more or any better light than the kerosene lamps of that day and age. A customer was allowed to burn 10 of the little dim 10-watt globes, each evening, for a month, for \$1.50 and that sum of money in those days was about the same as \$8. in 1952! The electricity was shut off in the day time because no one would burn a lamp when it was light enough to see, - that would be a "waste" of electricity! In 1902 the plant was acquired by the Wasco Warehouse Milling Co.

The Wasco Warehouse Milling Company

The Times-Mountaineer of 1898 said the Wasco Warehouse Co. was incorporated Sept. 11, 1893, with the establishment of the railroad in The Dalles by J. W. French, S.L. Brooks and E.B. McFarland. This warehouse company was the forerunner of the old Wasco mill. They had a warehouse storage capacity of 80,000 sq. ft. and their business both locally and out-of-town included the buying and selling of wool, wheat, hides. They sorted and baled wool and they stored the above type of products for owners. They sold feed, flour, barbed wire, nails, salt, lime, cement, sheep and stockmen's supplies. They shipped merchandise to Sherman county, Gilliam, Grant, Crook, Harney, Lake and Klickitat to the amount of 3200 ton in 1897. Baled wool from their new Grove press amounted to 4-million pounds worth \$521,000 (\$2,000,000 1952). They handled 200,000 bushels of wheat worth \$150,000. Their feed business amounted to \$35,000. They sold \$28,000 worth of flour. They maintained \$464,000 (\$2,000,000 1952) in their checking account besides doing a cash business of \$143,000! This big pick-up in business was under the management of Wentworth Lord. The Warehouse company was reorganized in 1901 under the incorporated name of the Wasco Warehouse Milling Co.

Under the new company name they constructed the old wooden mill that burned in 1911. They had to have a source of power to turn the machinery of the mill. They looked at several sites, at least 2 on the Deschutes river were considered before they settled on the White River Falls site at Tygh where they built their power house and strung about 30 miles of transmission lines to The Dalles via Dufur in 1902. The Times-Mountaineer of January 7, 1902 said, "The Wasco Warehouse Milling Co. plant at White River is the most modern and complete on the coast. It consists of a concrete dam across the river above the falls, with the necessary intakes and headgates; with a 54 inch convey pipe down the canyon into the powerhouse. There are two impulse-turbine water wheels of 640 horsepower each. These wheels connect to two large generators of 1500 horsepower, furnishing 2300 volts to transformers to be stepped up to 22,500 for transmission to The Dalles.

"This voltage was received in the substation at The Dalles and is then stepped down to the voltage suitable for household use and lighting purposes. The company strung wires to the houses and gave people a 30 day free trial. If they liked the electricity they were to pay \$1.50 a month flat rate for 24-hour service for bulbs not to exceed 100 watts." E.O. McCoy replaced Mr. Lord as manager in 1902.

Electrical Thinking 50 years Ago

The Shaniko Leader of 1902 said, "If the Columbia river had a dam at or near Cascade Locks to take advantage of the fall in the river there; and one at the rapids above The Dalles, those two dams and power projects would supply $\frac{1}{2}$ the industries of the U.S. with power." We know now that all the dams proposed and built on the Columbia river won't even supply the power of the Pacific northwest to say nothing of the rest of the U.S!

In 1905 Wasco County Court published a booklet to advertise the county's resources at the Lewis & Clark Fair in Portland (a copy is on file in the Oregon State Library) and in that booklet they said, "The Wasco Warehouse Milling Co., with E.O. McCoy, manager, raised the capital stock of \$300,000 and bought a 2000 horsepower dynamo to install in their White River plant, located 27 miles southeast of The Dalles, so as to furnish 600 horsepower for their mill at The Dalles, furnish Dufur with power and build the transmission line to The Dalles to sell surplus power for electric lights at both The Dalles and Dufur. The plant capacity could be doubled if it becomes necessary."

The little steam plant on the northeast corner of First and Jefferson continued to be used as a "stand-by plant," in case of line failures or plant failure at Tygh. In those days there were no motors like we have now, heaters, ice boxes, toasters, irons, pads, stove or large globes.

The power poles of the company followed the south side of Second street while the north side was occupied by the poles of the Seufert-Condon Telephone Co. The poles of both of these firms made excellent hitching racks for farmer's horses when they came to town to shop. The Dalles Camera Club has a photo of this period showing how these poles lined the street.

The Pacific Power and Light Co.

The Wasco Milling Company, upon the advice of their general manager Mr. McCoy sold their electrical holdings to the Pacific Power and Light Co. in 1910, after 8 years of service. This was an Atlantic seaboard company of eastern speculators interested solely in the profits they could milk out of the people of the west. None of them ever lived out here or knew anything about the west. They hired their "brains" to manage the company exactly as they hired their brawn to string the wires and dig holes for the poles. They started out by buying up all the little companies, like the one in The Dalles, with the idea of tying them all into a "grid" or one large company. They paid around \$500,000 for the Wasco Mill's electrical plant, lines and business. The mill itself remained their best customer and has since that time paid the P.P. & L more for electricity than the mill got for their plant and holdings in 1910!

Frank Seufert in 1910 was a director of the Wasco Mill and he warned the mill board of directors "that if they sold their electrical holdings that they were selling their best assets and would never again see the day when they would be on as sound a financial basis as they then enjoyed; and if they sold these electrical holdings he, (Seufert) would sell his stock in the Wasco Mill and withdraw from the company!" The board sold to the P.P. & L. Frank Seufert sold all his stock in the mill; and with one or two exceptions they never paid another dividend from that day until they sold out to the United Mills! When Mr. Seufert died his estate was as liquid as cash and Mill stock was worth about 25¢ on the dollar.

The 29 Year Monopoly

From 1910 to 1939 the Pacific Power and Light Co. had a complete and unopposed monopoly in the electric light business in The Dalles! During that period of time small motors by the thousands came into use on fans, ice boxes, furnaces, pumps, household and workshop appliances, to say nothing of the larger ones in businesses, factories, elevators, large pumps. Electric irons, stoves, plates, mixers, heaters, cleaners, choppers, hair cutters by the thousands came into use. Heating of water used another large block of power. Larger globes from 100 to 1000 watts replaced the little 10-watt affairs in 3000 offices and homes in The Dalles alone. The minimum charge was \$1. for 10 K.W.H. but motors were \$1 per month, per horsepower and the amount of electricity used was over and above that! In fact they had more than 17 different rates they charged for the one commodity, electricity! If a merchant could charge 17 different prices for a dozen eggs he could get rich in a hurry too, - but he don't have a monopoly on the business so one price is all his competitors will let him charge! The power company in those days didn't trust their customers either, they required that each customer make a deposit equal to one average month bill; that wasn't just "some customers"; no it was everybody, they didn't trust a living soul in The Dalles that patronized them in the 1920's and 1930's! Would you patronize a merchant if he required you to put up enough cash IN ADVANCE to guarantee your monthly grub bill? phone bill? fuel bill? or other services? and then cut you off if you didn't pay promptly by the 10th?

If the service was poor, not enough power to heat the stove, or the lights got so dim at 6 P.M. you couldn't read the words of praise the Chronicle had for the P.P. & L, or if the radio sounded like 4th of July fire crackers; there was no use to complain about it, nothing could be done about it, - might as well buy an oil lamp or get a battery radio and a wood or oil stove! That was the business-managed private power company in 1920 and 1930 in The Dalles! They were just as independent an outfit as the U.S. army is in time of war!

When Frank Seufert Wanted Power

It was during this period of time that Frank Seufert wanted power for his cannery from a line the company was extending out that way enroute to Wishram, Wash. According to Henry Wickman they told Mr. Seufert they didn't intend to run the line on his property and if he wanted service he could pay \$50 a pole to have it brought down to the cannery! Nothing doing, Frank wouldn't pay so the P.P. & L crossed the hills following 15 Mile creek to the Fairbanks district and thence over the hill to the Wishram bridge. They had to put 2 power poles on Seufert to get to the bridge, so back they came to see Frank, and he again reminded them that he wanted power at his cannery FIRST before any poles could be put on his property! Nothing doing, the P.P. & L would span the distance without poles. Mr. Seufert reminded them that there was only one trouble about that, "the Wishram railroad bridge, by agreement with him, was to be used for railroad purposes ONLY; but that if they (the P.P. & L) would construct that power line link to his cannery, free of all charges, he (Seufert) would permit them to set the 2 poles at the Wishram bridge on his property and use the Wishram bridge for their lines PROVIDED they (the P.P. & L) would build the line to his cannery FIRST and supply power over that line BEFORE any wires were placed on the Wishram bridge! Seufert's Cannery was one of the largest industries in Wasco county at that time, yet the Pacific Power and Light Co. refused to serve that industry without Mr. Seufert bringing pressure to bear on them and forcing them to do so! The business man who was NOT in a position to bring pressure to bear on that "business managed private monopoly" of the 1920's didn't fare so well, they had to wait for service until the company took their sweet time about getting around to it, and they had to either like it or install their own private Delco power plant. They were what we might call the "independent business men of 1920!" Within the city of The Dalles they did better than that, they were eager to serve heavy users like business men and commercial establishments.

Farmers Wanted Power

The lighting of homes and businesses, the sale of motors and appliances was very keenly observed by the farmers of Wasco county and the Mid-Columbia area. They too wanted their farms, which are food producing factories, to have power to pump water for cattle, irrigation and house use, to grind feed, to operate motors in their workshops to repair farm equipment, for outside farm lighting and dairy equipment and a hundred other uses. In their homes they too wanted ice boxes, washing machines, ironers, sweepers, fans, motors, food mixers, hot water heaters, stoves, lights and all the other comforts of an electrical home.

They came in and asked the Pacific Power and Light Co. to extend their lines to serve the farms. The power company explained to them that unless there were 4 customers to the mile they couldn't afford to extend their lines. If the farmers in the outlying districts (beyond the 4 to a mile) wanted power they (the farmers) would have to pay \$50 a pole and the poles and wires were to belong to the P.P. & L after the farmers "bought and paid for them". For 10 years the farmers appealed to this private-managed power monopoly to give them power. For 10 years that was substantially the story the power company representatives gave the farmers; adding "they were sorry there just wasn't anything they could do about it, if they wanted electricity they could get their own power plants!"

Some of the farmers did buy their own small 32 volt Delco power plants but they soon found them unsatisfactory. Further appeals were made to the power company but they all fell on deaf ears. The power company just didn't care if the housewife had no appliances to help with her work; they just didn't care whether the farmer pumped water by hand or carried it to the house and for stock; they just didn't care whether the farmer could see after night or not. That was the attitude of our so-called "business-managed power company" in the 1920's! There was no threat of competition in those days and they could be just as despotic and autocratic about the matter as they pleased. There was NO APPEAL either to their business reasoning nor from their dictatorial powers! They were the power Czars of The Dalles with just as much power as the Czar of Russia in the matter! There was a Public Utility Commissioner at Salem but all you could get out of him was a "letter of sympathy."

The Appeal To Congress

Then in 1932 Franklin D. Roosevelt was elected President of the U.S. and with him a congress who would do his bidding toward helping get us out of the Panic President Hoover could do nothing about. Upon the appeal of the Granges, Chambers of Commerce, labor unions and other groups President Roosevelt gave Charlie McNary his Bonneville Dam and Washington its Grand Coulee, in first steps toward harnessing the Columbia river for power for farms, homes and industrial use.

"What will we do with so much power?", P.P. & L representatives asked in a whispering propaganda campaign, "who will use it? How will it be distributed? Where will it be sold? There is no demand for such blocks of power! Its all a waste of public money!" Bonneville Dam was authorized as a PWA project Sept. 30, 1933 with the first power generated for sale purposes in the spring of 1938. In November 1933 Grand Coulee was started as Federal Works Project No. 9 and its generators cut in just before WW2. The power generated by these two dams were to be sold by the Bonneville Power administrator, who had power to erect transmission lines.

The Bonneville Power Act provided that preference in sale of power should go to city owned power plants and other publicly owned power districts FIRST; to cooperatives second; to industries, third; and interruptable power to privately owned companies, last. J. D. Ross was appointed administrator. He was immediately subject to much personal abuse by private power advocates.

When the farmers appealed to Mr. Ross for power he advised them that under the Bonneville Act, they would have to first organize a Public Utility District in order to have an agency to be responsible, under the law, to receive power and distribute it to the people. The Public Utility District Law of the State of Oregon was fought by the private power companies, but adopted, and it provided for the legal steps which could be taken, in order to form a Public Utility District in Oregon.

Grange Action

The Granges of Wasco county in 1938, acting collectively through their Pomona Grange legislative body, for and on behalf of the farmers of Wasco County, petitioned the Oregon Hydro-electric (1938) Commission of Salem, to conduct a survey in Wasco County, as provided by the PUD law, to see if there was enough customers, use and demand for electricity to justify the building of a system or buying out the private power company, and at what value or price. The commission made their

report that the district was feasible and that for a cost of \$458,000 (1938) they could serve the people. The next step was to hold an election to form the district. This election was fought by the local private power company and the proposal defeated on account of the opposition within Dalles City. The defeat was a very serious blow to the farmers of Wasco County for it meant NO ELECTRICITY FOR THEIR FARMS! The election was held November 8, 1938. Even the Parent-Teachers Association became a tool of the private power company and "opposed" the forming of the PUD on the grounds that the PUD paid no taxes and if they acquired the P.P. & L holdings they would be removed from the tax rolls! The Grange arguments were that rates in The Dalles were \$4.24 per 100 KWH while those in Tacoma were only \$2.25 per 100; that the PUD would pay taxes and lower the rates here eventually down to the Tacoma rates, when bonds were paid off; that lines would be extended to serve the farms now without power. The power company maintained the 4.24 rates "were among the lowest in the U.S."; that the PUD would NOT pay taxes. The Dalles Chronicle said, "the low PUD proposed rates (\$2.25 per 100) are not possible in The Dalles within 30 years!" Col. Ayres was one of the paid propagandists of the Oregon Business Investors against the PUD proposal.

The Wasco County Property Owners Educational Committee, Walt Hanna, Chairman and B. M. Keith, Secretary said, "the proposed district hides this information from you---\$1,080,000 in general obligation bonds by a special election. Taxes without limit, over a million dollars at the pleasure of 5 men. You will be a stockholder without a vote and a rate-payer without a right of protest."

The Pomona Grange Power Committee, Howard Robinson, Chairman, Chas. Harth, Secretary said, "a vote for the Peoples Utility District will be taking full advantage of Bonneville power and a vote for lower light and power rates, will bring in industries and payrolls."

Bulletin No. 28 of the Bonneville Power Administration quoted J.D. Ross, administrator as saying, "Bonneville power will not come automatically to the people. Retailing of power is a local task and the responsibility of the men and women of each community. During the years of 1938 and 1939 there will be only 86,000 kilowatts of power available. Cities and PUD districts should act promptly to get their share. Cities and districts will be served in the order they file applications. Today merchants in this area are paying from \$60 to \$100 a month for power which can be had for \$30. The people in each community must decide whether they want public or private service--it is the cost to the user at the end of the line that counts. There must be a "new deal" in power distribution to get low rates. Preference to sale of Bonneville Power is given public bodies under the Bonneville Act."

The Chronicle in an editorial Oct. 14, 1938, "denied that the amount of advertising the Pacific Power and Light Co. placed in its publication was an act of buying off the newspaper. The proposed J.D. Ross wholesale power schedule of \$17.50 a KW year was opposed by the Chronicle because it gave every city in the northwest the same advantages." P.P. & L advertising was more than \$1000 a month.

The assessed valuation of the P.P. & L holdings in Wasco county in 1938 were \$652,932 which included \$180,000 for the White River generating plant.

The 2nd pamphlet put out by the local Property Owners Educational Committee of Walt Hanna, Chairman and B.M. Keith, Secretary said, "no industrial executive in his right mind would locate a plant in any county where the power rates can be raised by the whims of PUD managers. No industry will ever come here in the face of absolutely certain increase in taxes. Industries must have "reliable" power service. No hard-headed business manager would depend upon power service run by inexperienced amateurs who have never been inside a power plant and who don't know one switch from another. No large industry has yet come to Portland or The Dalles or any other site in the Bonneville district! Bonneville generators are idly wasting their power. Isn't that the plain, cold, disheartening truth? The reasons industries have not come to The Dalles is simply the fear of PUD politics. We can safely invite industries to The Dalles NOW and deal with them on a business basis with the "protection" of state regulated rates. We can always get in to a PUD but we can never get out. That's the law. Lets be sure what we are getting into."

J.D. Ross, Bonneville Administrator on Oct. 27, 1938 in Portland said, "private utilities were fighting the establishment of public power districts by means of a ring of fake so-called taxpayers leagues and peoples power committees, using a campaign of misrepresentation. Public Utility Districts pay off their bonds and reduce rates while private power companies never pay off their bonds. Financial manipulation of these companies during the depression has milked them until they cannot survive under lower rates." He added that the Oregon Public Utility Law should be amended to permit issuance of revenue bonds in place of general obligation bonds, payable from the income of the district.

Walter M. Pierce, Congressman for this district on Nov. 4, 1938 said, "It isn't in the cards for the Pacific Power & Light Co. to buy Bonneville power and retail it at reasonable rates! He produced figures showing the debt of the P.P. & L Co. amounted to \$678.47 per customer! In Tacoma the debt is only \$138.27 per customer! In Eugene its only \$36.25 per customer! No matter what the P.P. & L may say its not in its power to give you low rates. If you have an affection for Wall Street and want to continue to pay them tribute then turn down the PUD."

The proposal to create the PUD at the Nov. 8, 1938 election was defeated by less than 300 votes. The property owners' educational committee spent \$1027.62, according to Bert Keith, Secretary to defeat the district. The Grange spent \$131.40 for the proposal, according to Chas. Harth, Secretary.

After the election one of The Dalles business leaders said, "we have some very near-sighted business men here who have been frightened out of their ability to sanely think on the PUD proposition. The announcement from J.D. Ross that there will be no Bonneville power for The Dalles without a responsible agency to receive and distribute it has brought some of these men to their senses. We had no hesitation in fighting the railroad when we wanted the port and deep sea navigation and we should not lay down before the P.P. & L Co. More than 90% of the business men on second street are in favor of the power district, but only 5% are in any position to state their feelings! for fear of retaliation in one way or another. The P.P. & L Co. contributes \$200 annually to the Chamber of Commerce(1938)and J. Ralph Brown of the P.P. & L is one of the Chamber directors who never fails to attend a meeting. We have got to have back bone enough to tell the P.P. & L to go to hell, the welfare of the community comes before the utility. The Dalles Chamber of Commerce has not sold out to the P.P. & L but its members have been scared out! In one way or another the opponents of the PUD have threatened every individual in the community, whom they could bring any pressure to bear upon, to oppose the PUD. Of course, he continued, they cannot touch the farmers. They are the last bulwark of freedom in our county. We business men in The Dalles who are tongue tied owe a debt of gratitude to the farmers of Wasco county. Keep fighting we will do all we can to help you, but it will be a long, hard, dirty, uphill fight."

---A Dalles Business man whose name is in the confidential files of Grange records.

The January 1939 legislative session at Salem enacted the revenue bond law for PUD's. This law was sponsored by the Oregon State Grange and endorsed by Gov. Chas. Sprague in his address to the opening session of the legislature Jan. 9, 1939.

On January 25, 1939 the Wasco County Property Owners' Educational Committee changed their name to the Wasco County Taxpayers' Association, retaining Walt Hanna as Chairman.

On January 31, 1939 the P.P. & L Co. announced a reduction in power rates of about 25% a month per customer. On February 10, 1939 the Chronicle listed about a dozen reasons why they were opposed to the new PUD bill being considered by the legislature. (It is very doubtful if the Chronicle staff, at that time, could have drawn up a bill themselves--that they would not have been opposed to.)

J. D. ROSS DIES

The death of J.D. Ross, Bonneville Power Administrator in March 1939 was a blow to the PUD movement. He was a man from the northwest (Seattle) who knew northwest conditions. Factions in the northwest could not agree upon another man so Roosevelt appointed Dr. Raver an Illinois man to take Mr. Ross's place. The Dalles Chronicle on March 16, 1939 said, "The death of J.D. Ross--Oregon cannot hope now to change the power distribution policies inaugurated by Ross, but this state (paper) at least would like to have an administrator familiar with our problems and sympathetic to our interests; and--although we hate to say it at a time like this, the suspicion did exist in some quarters that Ross was more concerned with protecting the interests of Seattle and the state of Washington as a whole, than he was with giving Oregon full benefit of its natural heritage." Even in death, this great engineer, had the breath of fury and hate blown over his dead body by The Dalles Chronicle! It made every citizen bow their heads in shame that our leading newspaper would do such a thing. A more impartial man could never have occupied the position. Every area of Oregon rejected Bonneville Power while nearly every district in Washington approved it, formed districts to distribute it for the people. It was not the fault of Ross.

The Pacific Engineer and Builder said of Ross, "A hundred years from now, when history of public ownership is written, a name will loom large, it is that of J.D. Ross, father of Seattle's City Light. His death in the midst of his task as Bonneville Administrator and while the great Skagit project (3 times as large as Bonneville) was still unfinished, leaves a vacancy that no one man can fill. These projects will go forward but the sad part of it is that J.D. Ross was not to be spared to see his dreams come true. A builder of men, as well as a builder of great masonry structures, his contributions to mankind will endure long after his dams and power plants have crumbled to dust." Mr. Ross was 68 at the time of his death Mar. 15, 1939, of a heart attack at the Mayo clinic, Rochester, Minn. The Oregon Grange Bulletin said, "The passing of J.D. Ross was a great loss to the northwest. He was subject to ridicule and abuse by those who place profit before the welfare of the people."

The Dalles Public Power and Industrial Club

On Monday May 8, 1939 a group of Dalles business men who could not be coerced nor frightened by the Pacific Power and Light Co. gathered that evening at Mack's Cafe and formed The Dalles Public Power and Industrial Club, with Alf Wernmark, a shoe merchant, as chairman. The object of the club was assistance to the Grange in the formation of a Public Utility District in order to bring Bonneville Power to The Dalles for business, industrial and commercial use, so that The Dalles would be in a position to attract industries to this locality. Their immediate objective was a campaign of education. W. S. Nelson explained the Bonneville Power act and how public districts and cities were given preference under the law. Wm. J. Seufert acknowledged we had many scoffers in our city who didn't believe in our future growth. County Judge G.G. Shults said he couldn't understand why the PUD was turned down when Bonneville power is what we need for our community growth and advancement. Chas. Foster said rates in Tacoma, where he came from were 1/2 of what they were here because of public ownership. Others present were Chas. Hampton, Chas. McMahon, Kenneth Grossmiller, Archie and Fred Hovey, Wm. H. McNeal, John McClaskey, Joe Thomison, Harry Frosberg, Charlie Roth, Roy Johnson, William Dielschneider. Others who later joined the club were Willis Darnielle, L.V. Broughton, W. R. Bailey, Howard Robinson, W.J. Wilcox, Chas. Harth, Karl Benson, J.O. Belden, Edward McPherson, Fred Hedges, Ferris Mayfield, Frank Gill, Grover Slusher, Kenneth Grossmiller, Emile Schanno, W.J. Manchester, Fred Wetle, Harry Frosberg, Jess Ott, Cecil Byers, Dr. Geo. Newhouse, Edward Seufert, J. C. Syme, Ed. Adams, Stan Wood, H. Walther.

Second PUD Election Aug. 15, 1939

The second election for the formation of a Public Utility District in Wasco County was held August 15, 1939 and formed with a Board of Directors composed of W.J. Seufert, Chas. Foster, Roy Johnson, Jess Ott and Cecil Byers. Upon the death of Chas. Foster Dr. George Newhouse was selected and later elected to take his place. When Mr. Ott resigned W.R. Bailey was appointed in his place. The vote in the Aug. 15, 1939 election was 1735 for and 1194 against; 541 majority for.

On Aug. 9 the Pacific Power & Light Co. in a letter to the people, "promised to pass on any savings to the people from any Bonneville power they might handle. The company has been in The Dalles 29 years and they asked, is there any grounds for assuming the proposed PUD would offer any advantages to offset the risks involved in creating a tax-levying agency?"

Teunis Wyers of Hood River was appointed PUD attorney because no Dalles attorney favorable to the PUD could be found and he reported the first lawsuit filed against the Hood River district testing the validity of some phases of the PUD law. Dr. Paul Raver, Bonneville Administrator was empowered by the local PUD board to negotiate with the P.P. & L for sale of their holdings in this district; but he was unsuccessful. The Bonneville Act provided that until 1941 all Bonneville power was reserved for public districts; the P.P. & L could not buy Bonneville power in 1939.

TAXES

During the PUD election campaign of 1939 the P.P. & L said they paid \$27,000 a year in taxes to Wasco county. We now all realize that all telephone and power utilities are TAX COLLECTORS who collect taxes from their customers or users, and they charge MORE for collecting taxes than the sheriff or the State Tax Commission. The users of the service are the taxpayers! The Hydroelectric commission report said the PUD would collect from users only \$13,505 annually about $\frac{1}{2}$ the P.P. & L bill.

Hydroelectric Commission Report

Some of the other hydroelectric commission figures were interesting. They said the P.P. & L had 41.5 miles of transmission lines; 71.2 of distribution lines; had substations at Dufur and The Dalles and served 2795 customers from whom they collected \$235,430.98 annually. The value of the entire P.P. & L holdings within the PUD district was \$455,812. PUD bonds retirement in 20 to 30 years was figured in the above values and their cost would be taken out of the annual operating expenses of \$108,150. There would be enough surplus at existing rates to make a reduction in rates and as bonds were paid off further rate reductions could be made. The area of the district was about 440 square miles and the population 9350 (some districts have less than 300 population). The White River plant of the P.P. & L generated 2250 kilowatts and the Hood River plant 6000. There were 1764 homes served in The Dalles, 327 commercial stores, 19 industries and 25 public buildings on which the taxpayers paid the P.P. & L \$18,140.06. The 327 commercial users passed on their \$70,712.41 electrical bills to their customers and the 19 industries passed on to the users of their products their \$18,262.50 power bill. In addition to shouldering most of the above \$107,114 the residential users in The Dalles, who cannot pass their electrical bills on to anyone else, paid \$83,404.16 for power to the P.P. & L, and when added to the above \$107,114.97 it makes a load of \$190,519.13 that residents (householders) or The PEOPLE of The Dalles actually pay for power annually. Your merchant, industrialist and politicians ALL have to pass their power bills on to the PEOPLE of the city to pay; it therefore is clear to the thinking residential user of the city that his own power bill on his home is less than half of the total power bill he pays annually! Since the PEOPLE (homeowners and renters) pay ALL electrical costs in The Dalles they therefore have every right to demand and receive electrical service through their own publicly created district! Neither the Pacific Power and Light Co. nor any other utility is greater than the PEOPLE of The Dalles! THE CREATURE CAN NEVER BECOME GREATER THAN THE CREATOR!

P.P. & L Rates

The P.P. & L periodically makes the claim that they "voluntarily reduce rates." The reason they "volunteer" to do so was the creation of 2000 municipal and public districts in the U.S. many of them in Oregon and Washington. The electrical utilities in the U.S. have over 3000 different rate prices they charge for electricity, according to the Public Ownership League of America to which the above 2000 public districts (owned and operated by the PEOPLE) belong to. Suppose that your local merchant sold you a dozen eggs with 3000 different prices attached to them, what would you think of his mental condition? Suppose he wanted to charge you 50¢ a dozen in case you wanted to fry them; 65¢ a dozen if you wanted to poach them; 70¢ a dozen if you wanted to boil them; 82¢ a dozen if you wanted to bake a cake with them; and so on 3000 times! That's the kind of a skin game the private power companies use on the people. The P.P. & L only uses 35 or 40 of those rates for the one product they sell (power) and there is NOTHING you, the customer, can do about it, except CREATE YOUR OWN DISTRICT AND SERVE YOURSELF AT RATES THAT PLEASE YOU and not the company!

Part of the high rates private power companies charge are due to high \$100,000 a year executive salaries for officers that sit behind mahogany desks in multi-million dollar buildings in Portland, Chicago or New York and in all 3 places! Can those salaries be reduced, just ask one of the men who receive it and see. He will tell you he has to live in a \$30,000 home and drive a \$10,000 car to "meet" the class of people he must talk to! When he travels it must be on a private plane or in a private car attached to a train, on account of the people he has to meet and talk to. When he goes into a hotel he has to have a suite of rooms at \$50 a day or more, a single \$5 room would be an insult to his station in life! His tips for meals must be greater than the common man pays for a meal or he would never be considered anybody. His suits of clothes must be in the \$500 bracket, he can't be "shabbily dressed" like his employees or common customers or his utility! As a customer of the P.P. & L, don't it make the tears come to your eyes when you think of the hardships and problems these \$50,000 P.P. & L Vice-presidents and \$100,000 presidents and general managers have?

Advertising is another reason for their high rates. Private power companies want you to believe that that item is necessary. Any business who has an unopposed MONOPOLY does NOT have to advertise. They have the business anyway. There is no place else the customer can turn? Most of the newspaper advertising, especially in our dailies, is for good political reasons. Newspapers have lots of influence. They survive on advertising. Newspapers know which side of the bread the butter is on and they are not "going to bite the hand that feeds them." An advertising income of \$1000 a month from a utility is not peanuts and they are going to give big advertisers like that all the breaks they can. The utility don't care what the bill is, the Oregon Public Utility Commissioner permits them to add it to your electric light bill. You, their customer, pays all their advertising propaganda bills, most, if not all, of which are UNNECESSARY burdens. There is nothing you can do about it except to become a customer of your own publicly created district. The Federal Power Commission says, "The Pacific Power & Light Co., Puget Sound Power & Light and Washington Water Power Co. in the 5 years up to 1941 spent \$1,037,518 on advertising and other costs in fighting the PEOPLES publicly owned districts and municipal-city created districts; $\frac{1}{2}$ of which was charged to their operating expenses. Their front organizations included "taxpayers & Citizens Committees."

P.P. & L Stock

None of the stock of a private utility is ever paid off! As expansion money is needed, more stock is sold. The Public Utility Commissioner of Oregon allows them to charge off enough for depreciation to retire much of their worthless watered stock, but it is not compulsory. The result is that after a few years they cease to have any real value, possibly 25% on the dollar. We remember how vividly this was called to our attention during the depression of the 1930's. Previously, in the prosperous 1920's, the P.P. & L Co. sold lots of 7% preferred stock to people in The Dalles. During the depression years some of those "preferred" stockholders didn't have enough money to pay their power bills, so they had the happy thought that all they needed to do when the "rainy day" hit them was to bring some of that "preferred stock" down and tender it in payment on their power bills. It was rejected by the P.P. & L's local office. Right then and there a lot of Dalles people got a very liberal education in how worthless Pacific Power and Light Co. stock really was! Any suggestion you would make to a public utility to retire their stock with their depreciation money would meet with ridicule.

The only thing you can do, if you don't want to be milked for worthless stock dividends, is to become a patron of your own Publicly Owned People Utility District, they are compelled to pay their bonds all off in 20 to 30 years!

Front Organizations

The May 10, 1940 edition of the Optimist quoted a Federal Power Commission report, "that the P.P. & L Co. paid J.L. Kelley of The Dalles \$1000 to contest the formation of a Public Utility District at The Dalles in 1939. The front organization was called A SPECIAL COMMITTEE. In November 1940 they paid \$121.35 to the Electricity Users and Taxpayers Committee which opposed a bond issue of the PUD."

In November 1940 the Revenue Bond Issue of \$475,000 carried at the general election by a vote of 2288 in favor of and 1877 against. Gus Solomon, Portland Federal Judge, was PUD attorney.

Bonneville Power

The contract for the Bonneville transmission line to The Dalles was awarded to Fritz Zeibarth in February 1940. The transmission line was to be 38 miles long, constructed of wood poles capable of carrying cable for a 115,000 volt line. The bid was \$248,989.25. It was completed May 9, 1941, energized May 20, 1941, according to Eric Johnson, PUD & REA Manager, who was quoted at the time as saying the REA had 30 miles of line ready for juice. A public celebration was held at the Bonneville Power sub-station on Chenoweth road May 22, 1941 at which Mrs. Paul Raver attended in the place of Dr. Paul Raver, Bonneville Power administrator. Directors and officials of both the local PUD, REA, Granges and Public Power Club were in attendance. W. E. Davis threw in the switch which lighted the REA farm-homes that afternoon. The REA movement had the wholehearted endorsement of the PUD board. Without that endorsement and support there could never have been an REA within the legal limits of the PUD! Eric Johnson was REA Superintendent and W.E. Davis was president.

The R. E. A.

The REA stands for the Rural Electrification Administration which was set up by an act of congress May 11, 1935 so that funds could be made available to REA Cooperatives, Public Utility Districts and Private Power companies to build lines into rural areas not being served by power. The Wasco Electric Cooperative, Inc. (REA) held their first meeting April 4, 1920 in the Dufur City Hall and elected a Board of Incorporators as follows: Mrs. Ada Davis, Mrs. Edna Renkin, J.W. DePriest, S.M. Hix, Charlie Harth, Karl Benson, Ralph Kaufman, W.E. Davis and Eric Johnson. They acted as the first board of directors for the REA. Ray N. Kortge was hired as coordinator to sign up farmers as members of the cooperative. Norman McKinsey was hired as Pre-allotment engineer and he prepared the maps of our project that were sent to the REA at Washington, D.C. for approval for the allocation of \$240,000 for the construction of 264 miles of lines to 342 members of Wasco county in August 30, 1940. Very shortly after this Preston Adkins, electrical engineer, was hired by the board as project engineer to design and stake our lines.

We held our first annual meeting Oct. 29, 1940 at the auditorium in The Dalles. The following members were elected to the board of directors and took over the management of the cooperative for the ensuing year: W.E. Davis, S.M. Hix, Chas. Harth, Karl Benson, Eugene Chase, R.R. Crabtree, J.W. DePriest, M.J.G. Godknecht and R.N. Kortge. On Nov. 12, 1940 the Wasco Electric office was opened at 316 E 3rd, The Dalles. Eric Johnson was hired as superintendent and Irma Gedney was office secretary. On Nov. 15, 1940 our first bid was opened in the Circuit court room of the Wasco county courthouse. Only 2 bids were received and since 3 were required, they had to be turned down. On Dec. 19, 1940 another bid opening was held and the Newport Construction Co. was given the contract to construct 264 miles of transmission and distribution lines at a cost of \$196,899.11. This bid was sent to the REA in Washington, D.C. for their approval which we received Feb. 7, 1941. Actual construction began on March 30, 1941. The contractor made good progress with 85 miles by May 22 and service ready for 30 customers by that date. City people don't realize what electricity means to these farm homes. None of this would have been possible without the PUD first being organized. The cooperation of the members of the REA and their board of directors was needed. The county court's cooperation, the help of city officials, the county Agent, the members of the PUD board.

The REA law compelled the local REA to run their lines "just beyond the last pole of the P.P. & L." This cost extra money but the REA continued to expand until today they serve 95% of the farms of Wasco county. They have pushed on into Sherman, Gilliam, Morrow, Wheeler, Jefferson counties. Their customers are about a mile apart on their lines. Their rates are understandably higher than

in The Dalles, but farmers without power, whom the P.P. & L refused to serve, are glad to pay a little more to have power. The cost of the first 264 miles amounted to \$742 a mile. The P.P. & L wanted \$600 a mile and then wanted to claim ownership of the line after they built it and made the farmers pay for it! In a few years the REA lines will be paid off, will belong to the farmers themselves, debt free, - and then rates can be reduced still farther. Wasco county farmers have shown good judgement by not becoming a victim of the local "business managed" power monopoly.

The REA now has a modern office and shop building at 4th & Union in The Dalles which was opened June 7, 1951 just 10 years after the REA started May 24, 1941. It cost \$74,000. The entire REA system is valued at \$1,900,000. All notes have been paid as they fell due. They serve 1400 farms in the 6 counties, which the P.P. & L refused to serve and said, "couldn't be served." The average REA customer uses 800 KWH a month. They read their own meters, something most P.P. & L customers can't do on account of obsolete meters. They own 1000 miles of new lines! Their largest customers are the Tygh Valley Lumber Co. and the Dant & Russel (Kaiser) Perlite Co. of Dant, on the Deschutes river. There are maintenance crews at Grass Valley, Maupin and The Dalles. Their contract with Bonneville is for prime power, meaning unlimited amounts on first call. If there is any shortage in power, private power companies are cut off first. Cooperatives, cities and PUD's have first preference under the law! (Last generator was placed in Bonneville dam Dec. 15, 1943.)

The REA owns the spring fed plant at Oak Springs, near Maupin, which supplies 108,000 KWH per month. W. E. Davis was president of the REA for 10 years! Eric Johnson has been manager since it was first started. He is also the PUD manager. He is the "wheel-horse" of the REA movement and one of the best friends the people have in The Dalles.

REA loans are amortized over 35 years at 2% interest, retired by earnings. There are no donations, subsidies or grants given REAs. From the income reserves for depreciation is set up with the interests, general maintenance and amortization of the debt of \$1,931,000. Reserve funds are kept in government bonds. There are 2 maintenance men in Maupin, and a collection office in Maupin; 2 maintenance men at Grass Valley and 3 at The Dalles. A two-way radio system speeds maintenance. Officers are Raymond Crabtree, President, Roy Foreman, Vice-president, Lester DePriest, secretary, Leo Hammel, Treasurer and a board of Harold Eakin, James Paulson, Norris Brown, W. E. Davis and Dean Pinkerton.

PUD FRANCHISE -1940 & 1941

On October 13, 1940 the PUD board asked Dalles City council for a franchise to operate in The Dalles. On May 4, 1941 Dalles City Council denied the petition of the PUD board for a franchise within Dalles City "because of possible competition with the Pacific Power & Light Co."

At the July 1941 meeting of the PUD board it was announced that 2/3rds of the P.P. & L Co's customers (2000) had signed agreements to take power from the PUD when they went into business. The PUD board made their SECOND request of the Dalles City council for a franchise in July 1941. On Monday August 3rd Dalles City Council for the 2nd time rejected the request of the PUD board.

Validating Decree

In April 1942 the local circuit court hands down a decree validating all proceedings of the PUD, after the P.P. & L Co. attacked the district alleging it had been brought into being in contravention of the state constitution. The opinion was handed down by Judge Carl Hendricks of Fossil. On April 28, 1943 the Oregon Supreme Court sustained Judge Hendricks and the local PUD. (This was a delaying action by the P.P. & L to keep the PUD from going into business.)

Conference with P.P. & L

On Feb. 15, 1945 a conference between PUD director Chas. Foster and Paul B. McKee, president of the P.P. & L the latter said, "they did not care to sell any part of the P.P. & L and the local PUD could condemn if they desired." This meeting was arranged by George Stadelman, mayor of Dalles City. Others in attendance were George Bragg, general manager of the P.P. & L and Glenn Corey, local manager. Besides Chas. Foster, other PUD members in attendance were Roy Johnson, Cecil Byers, Jess Ott, Eric Johnson. The meeting took place in the local P.P. & L offices.

Franchise Refused in 1945

Again on March 4, 1945 Dalles City Council unanimously refused the PUD board a franchise to operate in Dalles City for the reason that the council felt, "two electrical systems here was wrong." Chas. Foster argued that the Revenue Bond election of 1940 was a mandate from the people to the council for a franchise.

Petitions For Franchise Election

The PUD board and The Dalles Industrial Club then circulated petitions calling for a franchise election Sept. 18, 1945. These petitions containing 700 names was filed July 19, 1945 with Dalles City clerk (recorder). The council rejected the Sept. 18 date for the election and set November 1946 as the date (during the general election).

The PUD board then filed suit in the local Circuit Court July 22, 1945 to compel Dalles City to hold an election Sept. 15, 1945. City Attorney Celia Gavin sparred for time at the court hearing in August. But the court found for the PUD in an August 15 decision and ordered the election for Sept. 18, 1945. Judge Earl C. Latourette on Aug. 16, 1945 filed a peremptory writ against the mayor and Dalles City council "to do their duty under the city charter and hold the Franchise election as asked for by the PUD. Celia Gavin, Dalles City attorney appealed the case to the Oregon Supreme Court. Those named defendants in the suit were George Stadelman, mayor and councilmen Paul Weigelt, Virgil Kelley, Roscoe Roberts, W.L. Kirk, and Ben Calloway. J. H. Steers, recorder.

The Optimist of Aug. 24, 1945 said, "the mayor and council have only one purpose, to stall the election of Sept. 18. They are taking an appeal to the Supreme Court, another stall and flouting the people's will."

The January 4, 1946 Optimist quoted George Stadelman, Mayor as saying in a radio address in defense of his and the council's action, "I am defending myself and Dalles City council on the PUD franchise vote. The date set for primary elections was May 17, 1946. The city was not stalling the election. The issue in the election is private power vs public power. It has never been decided by a vote of the people of the city."

George Stadelman was defeated for reelection by Howard Dent November 4, 1946.

On January 18, 1946 the Optimist said the PUD board was willing to accept Dalles City council's date of May 17 for the franchise vote by the people to prevent further legal expense and delays, that they had met with the council Jan. 16 and agreed to the date of May 17 for a vote by the people of The Dalles on a non-exclusive franchise in The Dalles so the PUD could go into business. The council meeting of April 3, 1946 set the franchise election date for May 17 to give the PUD the same privileges to use the streets and alleys as the P.P. & L and to pay the city a 3% tax. The P.P. & L Co. immediately put door bell ringers in the city to "talk with their customers." This is the first time in 36 years the P.P. & L was willing to listen to what a customer might have to say!

The Supreme Court Decision

The Optimist of April 12, 1946 said, "the Oregon Supreme Court handed down a decision supporting the local PUD board on all points and dismissing the appeal of Dalles City and ordering Dalles City to proceed immediately with an election on the franchise issue, and to accept the initiative petitions filed by the PUD last July. Judge Earl Latourette was affirmed in every respect."

The same issue of the Optimist quoted the PUD board as saying the P.P. & L claimed the PUD was socialism. The PUD board replied that the Public Utility District was a non-profit public body, created by the people to bring Bonneville power to themselves. A favorable vote on the franchise will permit the PUD board to serve customers (the people) the same as the P.P. & L. A vote for the franchise is a vote to help heat our own homes by electricity with low-cost Bonneville power. (Note: on that date the P.P. & L was so short of power that they could not permit the installation of house heating equipment by their customers.)

Richard Neuberger's Answer to the Charge of Socialism

The Optimist of May 10, 1946 quoted Richard Neuberger, Portland writer and state senator as saying, "I believe in free enterprise but I don't believe in a holding company 3000 miles away, owned by people who never seen The Dalles; that is absentee monopoly! This same holding company, fighting The Dalles franchise for the PUD, brought DUPLICATING SYSTEMS INTO PORTLAND! THEY WERE NOT OPPOSED TO DUPLICATING SYSTEMS IN PORTLAND! They merely want to continue their EXCLUSIVE MONOPOLY HERE. Is education of our children in public schools, socialism? Are publicly owned bridges and roads, socialism? Are public streets, socialism? Are public libraries, socialism? Is your local water system, socialism? At Salem the private power company's lobbyists buttonholed us and tried to buy our dinners, liquor or throw a party for us, expecting in return for us to vote to ruin and wreck the PUD law! We in Portland hope you will pass the franchise permit."

PUD Board Needed Franchise

The PUD board at their May 6, 1946 meeting issued a public statement, "That they had to have the franchise whether they purchased the P.P. & L lines, condemned the P.P. & L or built a modern system of their own. The present P.P. & L lines are obsolete and wouldn't carry the load demands! They would have to be replaced! The board might as well build a new system. The P.P. & L is not stronger than the people of The Dalles!"

On May 10, 1946 Fred Mauser, chairman and Eugene Courtney, secretary of the Citizens (front) Committee said, "Two electric systems in The Dalles are a wasteful duplication." (That was the theme song of the Power company during and since the franchise election.)

The Franchise Vote

The vote of the PEOPLE OF THE DALLES in the Franchise election of May 17, 1946 was yes 1141 and no 1018, a majority of 124 in favor of. The election gave the PUD a 20 year non-exclusive franchise. It was the hottest election since prohibition in 1915. P.P. & L Co. checkers were allowed by the city to be at each table, in each polling place, checking off the names of each known power company supporter.---Optimist May 24, 1946.

The Pacific Power and Light Co. spent \$12,695.52 or \$12.47 for each vote cast for them! They imported 19 door bell ringers (professional out-of-town transits) and had 23 local employees working for them. Their Citizens (front) Committee spent \$352.62 according to Eugene Courtney, secretary, and all but \$68.50 of that sum was contributed by the P.P. & L Co. (Optimist May 31, 1946).

The PUD board spent \$1472.80. The Dalles Industrial and Public Power Club spent \$469.83, according to L. V. Broughton, secretary; and that sum was contributed by individuals in amounts from \$1 to \$50. (Optimist May 31, 1946).

Wasco County Court

The June 1946 session of the Wasco County Court granted the PUD board a franchise to use county roads.

The July session of the PUD board employed L.R. Martin, an REA engineer, as PUD Manager here.

On July 19, 1946 the Optimist reported the PUD board had offered the P.P. & L Co. \$439,451 for their obsolete private power holdings in The Dalles.

At the Dec. 2, 1946 meeting of the PUD board they authorized the sale of \$225,000 of bonds to construct an electrical distribution system, after deciding against the high cost of condemning the holdings of the P.P. & L Co., whose system had to be rebuilt to give adequate service.

Another Lawsuit

On January 2, 1947 the Pacific Power & Light Co. filed suit in the local circuit court to enjoin the Public Utility District from issuing \$225,000 of revenue bonds. They alledged construction costs had risen and that the issue of \$475,000, allowed by the people at the Nov. 5, 1940 election, was not enough to construct facilities to serve the district and instead the PUD board intended to serve only a small part of the district. The plaintiffs besides the power company were: Tom Gurdane, Royal Boltman, James Palmer, L.J. Gates, Gordon Proctor, L.C. Cove, E.A. Parrish, Neva Foster, L.C. Addington, M.M. Adkisson, Lester Marvel, John Underhill, Jim Underhill, Nicholas Fax, W.M. Stanley, C.H. Anderson, Eldon Emerson, Hugh Hillgen, Paul Kortge, Bruce Underhill, Frank Ingalls, James Hunt, Clarence Gardner, Walter Hanna. Defendants were the PUD board.---Optimist Jan. 3, 1947.

In reply to the P.P. & L Co. allegations the PUD board said, "the funds were adequate to serve the district and since the district was organized 7 years ago the P.P. & L had reduced rates 4 times, which was as many as they had made in the 26 previous years! from 1913 to 1939. The district had already saved the people money and rates will be reduced around 20% more when the district goes into business!-- Optimist January 10, 1947

On Monday June 15, 1947 dispositions were filed with Judge Walter Tooze. On the 29th of June the Judge took the case "under advisement."-- Optimist June 20, 1947.

In an opinion of Judge Tooze court October 7, 1947, he denied the P.P. & L injunction against the sale of PUD bonds--- a clear cut victory for the local PUD.--Optimist Oct. 10, 1947

This suit was just another delaying action.

Union County PUD Suit

The Union County PUD at La Grande was upheld, in an opinion by the Oregon Supreme Court, regarding that PUD's action in issuance of revenue bonds to purchase part of the California--Pacific Utility, serving that area. The court held the notice of election for issuing the revenue bonds in the amount of \$925,000 for acquiring an electrical distributing system "within or partly within" the limits of the district, by either purchase or construction or both. Don Heisler, local PUD attorney, pointed out the similarity of the legal battles here and at La Grande.--(Optimist Jan. 2/48)

P.P. & L Substation

The March 5 Optimist reported the P.P. & L Co. was spending \$250,000 on a sub-station west of The Dalles to receive Bonneville power. This was a waste of P.P. & L funds as the PUD could obtain all the power needed without the expenditure of this money, for The Dalles and surrounding area!

Revenue Bond Sales

Bids for the purchase of \$225,000 in revenue bonds for construction of the first unit of an electrical distributing system, by the PEOPLE, in The Dalles, were opened Tuesday Sept. 6, 1948 by the directors of the PUD. The district was organized August 22, 1939, 9 years before.

Robert Welty, PUD engineer told the board he could complete plans for a system within 2 weeks, but another 2 weeks would be required to get bids for construction.

The bids for these bonds were called for after the Oregon Supreme Court had upheld the decision of the Circuit Court that the PUD was entitled to proceed with sale of bonds and construction. The suit was filed by the P.P. & L Co. as a delaying action January 2, 1947. --(Optimist Sept. 10, 1948)

P.P. & L Appeals to Hydroelectric Commission

The P.P. & L Co. requested the Oregon Hydroelectric Commission for a hearing on the feasibility of the local PUD's plans to build a duplicate power system in The Dalles. The petition was filed by Glenn Corey, local P.P. & L manager jointly with Dr. John A. Reuter, chairman of the Citizens (front) Committee. The petition said, "it doesn't make sense to spend \$200,000 to stick up another set of poles and wires in The Dalles alongside those already here."

(The PUD enginners had advised the board that the old rotten poles and wires of the P.P. & L system would have to be replaced in The Dalles, so it didn't make sense to offer the P.P. & L a million dollars for their junk and then have to replace it with a new system anyway)

The petition of the P.P. & L was denied by the Hydroelectric Commission.(Optimist Nov. 19, 1948).

PUD Construction

On November 18, 1948 work was started by the PUD on the first unit, after the Oregon Hydroelectric Commission approved bids of the contractors. The Montgomery Electric Co. of Portland was the successful bidder and commenced setting up poles immediately and stringing wires. The PUD was to install all meters and transformers with their own crew, according to L.R. Martin, Manager. The new PUD system will be in competition with the P.P. & L Co. They had refused to sell to the PUD although the PUD directors favored the purchase of the P.P. & L.(Optimist Nov. 19, 1948).

P.P. & L Co. Blocks Alleys

The Optimist of Nov. 26, 1948 said the P.P. & L Co. moved to block down town alleys with its own power poles. Their action was assailed by L.R. Martin "as an attempt to block the PUD from building lines to serve the area. Up to now the P.P. & L carried poles on one side of the alleys, but the setting of poles on the opposite side for H construction, will block the entire alley with overhead wires and structures. The P.P. & L has been talking a lot about duplication of poles and then they put in 3-systems in place of one!" The P.P. & L announced their down-town construction job would amount to \$25,000(a confession that their system was about to fall down)and would cover 10 downtown blocks with new poles and heavier wires. They worked double shifts and on Thanksgiving Day in hopes of blocking the alleys so the PUD could not run their lines in downtown alleys.

This \$25,000 "love token" to the business men was 9 years too late to do any good!

P.U.D. Suit Against P.P. & L

On December 3, 1948 the P.U.D. filed suit in the local Circuit Court to halt the P.P. & L's \$25,000 construction project to block down-town alleys of The Dalles. The suit was called, "added waste of public money" by Glenn Corey, local P.P. & L manager on whom the papers had been served. We are not the ones causing waste. We are doing a necessary job."

On December 10, 1948 the P.U.D. suit against the P.P. & L for blocking downtown alleys of The Dalles with their new power poles, was settled out of court by agreement between attorneys and engineers of both utilities. The P.P. & L agreed to make space available for the PUD service on the south side of the alleys and the P.P. & L agreed to push their construction and get out of the way of the PUD crews. Gus Soloman, now federal judge of Portland, was PUD attorney. Allen Smith was the P.P. & L attorney.

Glenn Corey, manager of the local P.P. & L office was removed from management of the local office in January 1949 and replaced by M.C. Thorn.

L. R. Martin, PUD manager explained to Cherry Park Grange at their December 1948 meeting, "that after Judge David Vandenberg, who tried the case, was observed by P.P. & L authorities making a personal inspection of the alleys with the H-frame pole construction by the P.P. & L, attorneys for the power company asked PUD attorneys for a friendly settlement of the disputed right-of-way. This is the first instance that the P.P. & L has ever made any gesture of friendship and consideration toward the PEOPLES determination to supply themselves with cheap Bonneville power through their local PUD. Engineers worked out details of the agreement. The PUD is better off now than previous to the suit proceedings with work progressing satisfactory and the district expecting to serve customers by February."--(Chronicle Dec. 12, 1948).

First P.U.D. Customers Served

The first PUD customers were served April 7, 1949, according to L.R. Martin, PUD manager, as published in the Optimist April 8, 1949.

P.P. & L To Match P.U.D. Rates

M.C. Thorn, manager of the local P.P. & L office announced in the Optimist April 15, 1949, "that the P.P. & L would match the rates of the P.U.D.. Its the only way the P.P. & L can prevent destruction of their system to serve The Dalles. The P.P. & L will file new rates with the Oregon Public Utility Commissioner to go into effect as soon as permitted; May 19, if possible."

At the June 3, 1949 PUC hearings pertaining the new P.P. & L rate schedule at The Dalles, Gus Soloman argued "the rate reduction, if granted, would be discriminatory because they were not designed to apply to other areas served by the P.P. & L, with services similar to that in The Dalles" Ed. Graham, PUC examiner, rules Soloman's arguments were a legal question and not within the province of the hearing; and that the evidence should be confined as to whether the rate reductions here would be passed on to other areas.

The P.P. & L, through Will Neill, their attorney, said, "other customers of the P.P. & L would not be assessed higher rates to offset possible losses because of lower rates in The Dalles and that they would set up separate accounting system here. He admitted the P.P. & L rates proposed for The Dalles were purely for the purpose of meeting competition of the PUD." They did NOT admit they would not be making money under the lower schedule, which was a 20% cut over what they had been milking out of Dalles customers!

George Flagg Grants P.P. & L Rate Reduction

On July 10, 1949 George Flagg, Public Utility Commissioner and former newspaperman of The Dalles granted a 20% reduction in rates applied for by the P.P. & L, covering the area served by the PUD at The Dalles effective July 11, 1949. Flagg said he had ample authority to grant the reduction under a recent opinion of the attorney general, holding such action legal. To deny the P.P. & L the right to reduce rates in The Dalles would condemn it to slow starvation and death in that territory. Loss of revenue to the P.P. & L would be \$82,000 annually, if they had all the business, and higher as the P.U.D. gains customers. If the P.P. & L fails to meet rates of its competitor it would eventually lose most, if not all, of their customers in The Dalles. This loss in business would result in the liquidation of an investment, which in turn, would adversely effect customers of the P.P. & L in other territories. This is the first time in Oregon that an order has been issued authorizing a private power company to reduce rates to meet competition of a P.U.D.

This infamous "Benedict Arnold" decision against the PEOPLE OF THE DALLES by an Oregon State created body, will long be remembered in the history of Wasco county! After the PEOPLE spent 10 long, hard fought years to bring cheaper electric rates for themselves, a state created body authorized a State of Maine corporation, to compete with those rates in less than 30 DAYS!

Retaliation Campaign

There has never been anything like this long sordid electrical story. In all our 100 years of history there is no parallel. As this is being written, friends of the private power company make threats of retaliation against any business man who dares patronize the PEOPLE'S DISTRICT! Threats of boycott. Threats by landlords to move tenants out if the connect with the PUD! Pressure is brought to bear upon employees, by employers, in some cases. We always thought we were FREE AMERICAN CITIZENS in The Dalles, able to choose the business we preferred to patronize, without coercion! We never dreamed that an outside corporation could come to town and take our freedom from us! We never believed THAT THE CREATURE WOULD BECOME GREATER THAN THE CREATOR!

There are 850 free citizens(families) in The Dalles who are patronizing the PEOPLES district. Does your freedom permit you to join these 850? That is the issue in The Dalles today!

NEWSPAPERS OF THE DALLES

Our first paper was The Dalles Journal published April 1, 1859 at the Old Fort Dalles garrison. In 1860 W. H. Newell bought the Journal and moved it to First & Union changing its names to the Mountaineer. It became a daily in 1862 but reverted back to a weekly in 1866. T.S. Lang became the owner in 1881. This was the only paper between here and St. Joe, Mo.

The Dalles Times was established in 1880, during the railroad boom. It was consolidated with the Mountaineer in 1882 and became known as the Times-Mountaineer, a 9 column paper published for a while in the afternoons and then in the mornings. By 1900 it became a weekly, then semi-weekly in 1901, J.A. Douthitt, editor. He retired in 1904 which date marked its suspension. The old files are in possession of the Oregon Historical Society in Portland.

There were a number of other short-lived papers such as The Weekly(1880); The Daily Journal of 1863; The Dalles Tribune(1875); The Inland Empire(1876); The Wasco Sun(1881); The Oregon Democrat-Journal(1884); The Trade Journal(1896); The Dalles Optimist 1906.

The Dalles Chronicle 1890

In 1890 D.M. French, J.W. French, Robert Mays, B.F. Laughlin, Wentworth Lord, I.C. Nickelson, Max Vogt, Hugh Glenn, S.L. Brooks, C.L. Phillips and A.S. McAllister formed a corporation known as The Chronicle Publishing Co. No one knew how long it would last. The first editor was J. H. Cradlebaugh. In 1907 Ben R. Litfin of Clearwater, Minn. joined the staff, being sent for by H.G. Miller, manager. Litfin was foreman of the composing room of the morning daily under Miller, but an afternoon paper proved better for employees. In 1908 Miller and Litfin bought all stock available and by 1909 became sole owners with Harry Hopkins, editor. During World War 1 Clarence Hedges of Salinas, Calif. bought out Miller and Litfin. Then on May 2, 1920 Litfin and W.P. Mary became the owners. In 1923 Ben Litfin became the sole owner and remained in charge until he retired in 1947.

The Chronicle was a 6 column, 4 page paper in those days with about as much local news as it has now. In 1927 it was changed to 8 columns. Fire of 1946 destroyed the paper's quarters and for a time it was published on the Optimist press. Ben Litfin had a light heart attack during the fire and doctors advised his retirement so he sold in 1947 to Victor Morgan of Clearwater, Florida. He changed its policies by publishing a Sunday paper in place of the Saturday edition. In January 1948 the Chronicle moved to its new quarters at First and Madison. In December 1948 Morgan sold to Robert Howard who sold a part interest to the Scripps league of chain papers in 1949. The Western Publishers are the present owners with George Skaugset, publisher. They have 30 people in the plant, about 30 delivery boys. Its circulation is more than 4000.

The Optimist

The Dalles Weekly Optimist was established in 1906 by Addison Bennett. He later was associated with Henry Cue who acquired the paper about 1910 and operated it until 1922 when George Flagg of St. Helens and Prineville became a partner. They sold to Ralph Bennett in 1932. During the years of the forming of the Peoples Utility District the P.P. & L boycotted the Optimist and along toward the last, before Bennett died, practically no P.P. & L ads appeared in the Optimist. Mrs. Bennett sold the paper to George Lindsay and Ralph Hogan of Buhl, Idaho July 5, 1946 and have since maintained one of the most democratic and friendly newspapers in Oregon, generally always on the side of the PEOPLE and opposed to selfishness.

THE EASTERN OREGON STATE TUBERCULOSIS HOSPITAL

The Eastern Oregon State Tuberculosis Hospital and the Eastern Oregon College of Education were established by a vote of the people in 1926. The Dalles wanted that Normal school bad and the local Chamber of Commerce gathered a lot of figures and facts in support of its location here, but Walter Pierce was governor and he was from La Grande so the school went up there. No one even thought of asking for the T.B. Hospital! Finally one of the members of the State Board of Control asked W.S. Nelson if we "might want the T.B. Hospital since we put so much into the request for the school?" Mr. Nelson was "swept off his feet" by the question! Frankly he didn't know, but he would find out. The newspapers carried the story. People questioned the wisdom of whether we wanted the city filled with T.B. patients waiting for entry into the hospital; or patients at large on our streets spreading the malady.

Dr. James M. Odell, superintendent of the hospital, explained that patients come here for treatment and when admitted to the institution they are confined there and not permitted on the streets. They are not dismissed unless the case is arrested. Except for local cases, waiting patients wait in their own localities and not in The Dalles. That was all that was needed to satisfy the people. They were all-out for the hospital.

Dalles City owned a large track of land up on Sunset Hill, called Sorosis Park. A portion of that would make an ideal hospital site, a wonderful panorama view of the Columbia gorge and the city. The city dads were willing to deed to the state any amount they needed. With those assurances Mr. Nelson submitted a brief in behalf The Dalles for the T.B. Hospital and the Board of Control awarded it to The Dalles in 1927. State officials came up and looked over the grounds, obtained the deeds for property wanted and returned to Salem to draw plans for the main hospital building and to landscape the grounds and put water thereon.

The main hospital building is a concrete structure consisting of a basement and 3 floors completed in 1929. The basement has quarters for employees, storage, refrigeration plant. The main floor has the offices, employees quarters, main kitchen and dining rooms. The upper 2 floors are for patients with the 2nd including the laboratory, dental and X-ray equipment, examination rooms, surgery. On the 3rd floor is the auditorium for entertainments and church services, movies.

The hospital annex, nurses' home, physicians residence, heating plant and laundry were completed in 1938. The hospital annex is a one-story building of frame construction, containing 12 wards of 4 beds each and 2 single rooms. It has its own diet kitchen and dining room, a recreation room and a 2-channel radio system. The annex houses 44 patients, the pavilion 30 patients.

The pavilion is a one-story frame building of 2 large wards having 15 beds each. There is a nice dormitory for orderlies, housekeepers, cooks, waiters and other general help, both male and female, single and married, in addition to the nurses home. There are 3 houses for doctors, and a laundry building. The dormitory houses 49 staff members.

The X-ray department is completely equipped including a 500 millampere automatic board, a photo-fluorographic unit, a urological unit, a portable X-ray, a liminograph and dental X-ray machine. The clinical laboratory is completely equipped with a competent technician in charge.

Patients are admitted to the main hospital and kept there until diagnosis is made and treatment outlined. Those who are most ill and need close observation and medical care are kept in the main hospital where facilities for pneumothorax treatments and surgery are available. When improvement is shown the patients are moved to the hospital annex. If the usual medical care, including bed rest and a correct diet, does not effect an arrestment of the disease, various surgical measures are brought into use including pneumothorax, phrenicectomies, pneumonolysis and thoracoplasties. All patients are constantly under close observation and graduate nurses supervise the undergraduates and nurse aids. The nursing shortage has made it necessary to use undergraduates and aids. Competent consultants are available when necessary in dealing with diseases other than tuberculosis.

Each patient undergoes a complete physical examination on admittance, including a dental survey. Serial roentgenograms are taken of the chest, as directed by the attending physician, and the gastro-intestinal tract is X-rayed when necessary. Any other films required are also taken. Complete laboratory studies are made, and all findings are then correlated and correct treatment instituted. Physical defects which would retard progress of the patient are remedied as soon as possible. Admittance is reserved for patients who are financially unable to provide care elsewhere. The hospital and various health associations throughout the eastern part of the state are in close cooperation.

Dr. J.M. Odell, superintendent, is appointed by the state board of control at a salary of \$6000 a year. The hospital carries a full load of 170 patients with no gain made nationally on the number of people who acquire T.B. New treatments of the drug isonicotinic acid hydrazide derived from coal tar, was first administered in 1952 to 10 patients last April on an experimental basis. First experiments with the drug at Sea View included elimination of fever, weight gains and reduction or elimination of coughs.

One person in every 100 has T.B. and about 50,000 die of it each year. Care of patients costs \$215 a month. The next building needed is one for diagnosis. Patients being diagnosed for illness cannot be housed with those having T.B.

There are many heroes up there on Sunset Hill fighting the battle of the great white plague! Some are patients have been in bed for years fighting the battle! Others are the nurses and aids, and doctors struggling to save lives. You can help by becoming the "god-father or god-mother" to one of those patients. Many are friendless and without income and your help might save a life. The gratitude of a patient whose life you have helped save will be everlasting to both of you!

THE FIRST FLOWERS IN THE DALLES

The first cultivated flowers in The Dalles were grown at the home of Judge W.C. Laughlin and Captain Lawrence Coe. When I brought my first rose cuttings from Portland to The Dalles on the steamer Idaho in 1868, the attention I received was only ridicule that I should hope any of them would grow. I scarcely think of any of my cuttings being the ancestors of our beautiful rose bushes of The Dalles today (1898). Attempts to beautify the home and make life surroundings better are never lost. Today our green lawns and flowers speak of homes of refinement and culture. A home is not only a house but also the surroundings and their influence. A little flower garden space, near the home, on which the eye may rest after the days toil, lightens the burden. Children will leave the home which has forgotten mother's old fashion flower garden.

The easiest house plant to grow is the geranium. There are many beautiful varieties grown. They must be protected from the winter frost but a little care will reward the grower with beautiful flowers to add freshness to the home.

Our Oregon Grape state flower with its brilliant green leaves and deep crimson flowers surpasses the world famous English Holly. It grows from the Pacific ocean to the Rocky mountains and from California to the Columbia river, all over old Wasco county when it covered those limits! - the biggest county ever to exist in the U.S.!

Our wild flowers include the Indian Potato, first to bloom in January; then the Golden Stars, Purple Eyed Grass, Blue Bells, Yellow Bells, Rock Lillies, larkspurs, peonies, lupins of all shades, summer firey glow, penstemons, sun flowers, lady slippers, service berry, wild cherry, yellow currant, ocean spray and sand lilies.

---Mrs. S. Brooks; Times-Mountaineer May 17, 1898; Mrs. Fred Houghton's library.

SOME OF OUR RAILROAD HISTORY

The Story of the railroads of the west is a big story. It has never been written. Fragments of it appear in all our histories but none are complete. This account of the railroads in Wasco county is just another fragment.

The Cascade Locks Portage Railroad

The first railroad in the Columbia gorge was the Cascade Locks Portage railroad of 1851 owned by Bradford & Co., operated by F.A. Chenoweth on the north (Washington) side of the Columbia river at the Cascades. It was about $2\frac{1}{2}$ miles in length. The roadway was made of 2 boards with square wooden rails on each side. Two mules or horses pulled one car between the upper and the middle Cascades, hauling freight for the J.P. Flint steamer which operated between there and The Dalles. Passengers walked the plank railroad. This portage operated between 1851 and 1882, 30 years.

The Bonneville--Cascade Locks R.R.

The Bonneville-Cascade Locks railroad had its beginning date Aug. 29, 1857, according to records of the Union Pacific railroad. In 1858 its owners were Joseph Ruckel and Harrison Olmstead. The engineer who built it was John M. Barzee and it was a very tough engineering job he mastered. The topography of the region was some of the worst in the U.S. to build any kind of a road over. The railroad was owned by Olmstead but it was known as the Ruckel railroad to distinguish it from the road on the north side of the river. It was also built of wood with a 5 foot gauge track. The first motive power was mules, but in May 1862 the Oregon Steam Navigation Co., who acquired ownership, put the historic Oregon Pony in operation. It was a wood burning locomotive built by the Vulcan Iron Works of San Francisco and was the first locomotive west of St. Joe, Mo. It went into service March 31, 1862 when iron bars were laid over the old wooden rails. The Oregonian in July 31, 1862 said, "It seems like going to America to ride over Col. Ruckel's road where we had the pleasure of being dragged through the mountain gorges on a train of cars drawn by a live, smoking, panting, fire-breathing iron horse." On Oct. 18, 1866 the Oregon Pony was shipped to San Francisco as the property of David Hewes who used it on street construction work. In 1905 he sent it to the Lewis & Clark fair in Portland and then gave it to the Oregon State Historical Society.

Previous to the building of this railroad Col. Joe Ruckel operated the steamer Fashion between Portland and the Cascades at Eagle Creek where Ruckel had his residence and commonly called the Lower Cascades. From there an old wagon portage road took the freight to the Upper Cascades. The continuous rainy weather made the road into a quagmire of mud so they had to plank it with lumber and made rails out of 4 X 4's for the wagon wheels to operate on, flanging the tires. At Cascade Locks the steamer Wasco made a trip every other day to The Dalles and return the following day. The Oregon Transportation Co. bought the Chipman lease and operated the Mountain Buck between Portland and the Cascades on the Ruckel run. The Ruckel railroad was $4\frac{1}{2}$ miles long. It suffered from the high water each year as much of it was timber trestle. The rolling stock was 4 or 5 small horse-drawn cars.

The Oregon Steam Navigation Co.

On May 12, 1860 the Oregon Steam Navigation Co. was established by D.F. Bradford, S.G. Reed, Col. Joseph Ruckel, Capt. J.C. Ainsworth, R.R. Thompson and others, with Ainsworth president and general manager. For the next 20 years they were the owners and operators of both the river and railroad transportation on the Columbia. They began with 8 small steamboats and the discovery of gold in eastern Oregon and Idaho made a sensational increase in business for them at the highest rates ever charged in our history. (For more story see under BOATS and LURE OF THE RIVER).

The Dalles--Celilo Railroad

The Dalles to Celilo Portage railroad was constructed by the Oregon Steam Navigation Co. in 1862, at a cost of \$50,000 a mile for the 14 miles, to take the place of the old obsolete wagon portage road used by Orlando Humason and R.R. Thompson, over the Old Oregon Trail via Fairbanks to their transportation city of Deschutesville at the mouth of the Deschutes river. That old Oregon Trail road was 20 long, hard, hot, dusty miles in the summer and a quagmire of mud in the winter that would flounder a saddle horse! It was a slow road under the best of conditions.

The rails on this road were of iron, the roadbed was on a water grade, with lots of trestle work in the sand dunes. The first locomotive was of the Oregon Pony design and built by the Vulcan Iron Works of San Francisco, but larger. Later standard locomotives were ordered from Danford & Cook at Patterson, N.J. for service between here and Celilo. Small passenger and freight cars in use in those days on other lines, were put in service here. Brakemen in those days had to ride the front end of the cars and brake the speed as the engineer indicated by whistle, in other words they were actually brakemen like switchmen in the yards today. It was a cold job in bad winter weather.

On April 20, 1863 the first regular trains were operated over The Dalles to Celilo railroad carrying passengers and freight between here and Celilo, 13 miles distant and the new terminal for the upper river boats. The dock at Celilo was 1100 feet long, long as the Port docks in The Dalles but only about 30 feet wide. A telegraph line was installed to speed the handling of freight and passengers. Boats didn't run on perfect schedules so the departure time for trains from The Dalles was guided by arrival of boats at Celilo. The records of the Union Pacific system credit The Dalles to Celilo railroad the oldest portion of the 10,000 miles of the Union Pacific railroad! The Ruckel-Olmstead railroad was a little older than The Dalles to Celilo railroad, but it was discontinued in 1863, the Oregon Steam Navigation Co. using the portage railroad on the north or Washington side of the Columbia river for 20 years, between 1863 and 1883, when the tracks of the Oregon Railroad and Navigation Co. (O.R. & N Co.) used the Oregon side.

The Union Pacific railroad was built west from Omaha, Neb. following the Civil War in 1865. About the same time Leland Stanford, Mark Hopkins and a number of California capitalists started to build the Central Pacific east from San Francisco via Reno, Nev. The two roads met and the famous golden spike was driven at Promitory Point in Utah in 1870. The Central Pacific has since been absorbed by the Union Pacific.

In 1872 the Wallula to Walla Walla wooden-rail railroad was built by Dr. Dorsey Baker. Its rails were split fir morticed to ties and later reenforced by strap iron and was called the "strap iron & rawhide railroad." It was sold to the O.R. & N Co. in 1878 for \$321,132.

Henry Vallard

The Dalles-Celilo Railroad of 1862 was therefore the earliest railroad venture in Wasco county. Its completion and first train service April 20, 1863 was a big event for The Dalles. The transportation business grew by leaps and bounds. They could not keep up with demands of miners and merchants for freight and passenger service during the gold rush days up to 1870. In 1879 Henry Vallard took his option to purchase the Oregon Steam Navigation Co. and next year he raised the \$5,000,000 to make the purchase. In 1881 he built the first section of railroad between Celilo and Wallula where he connected with his Northern Pacific railroad and followed the Mullen Pass through the Rockies back to Chicago. Later he planned connections with the Union Pacific in Utah. His Columbia River Railroad acquired the Strap Iron & Rawhide Walla Walla railroad, modernized it into Wallula and extended it down the Columbia to a connection with his O.R. & N line at or near Messner. His Columbia River railroad became the Northern Pacific.

In 1863 Joel Palmer built a passable wagon road (in the summer) from Hood River to Troutdale and maintained it as a toll road with ferries at Hood River and on the Sandy. In 1879 he sold his toll road right-of-way to Henry Vallard who used it for his O.R. & N right-of-way. A railroad bed on the Oregon side of the Columbia was a Paul Bunyan engineering problem with some of the hardest construction anywhere in the U.S. and it all had to be done with horses, black powder and by hand. Union Pacific records show the first passenger train from Portland reached The Dalles November 20, 1882. March 16, 1883 marked the big railroad celebration date in The Dalles. In August 1883 the Northern Pacific completed its lines into Wallula giving a connection for mail and passengers and freight between Portland and Chicago by rail!

The first O.R. & N train reached Pendleton September 11, 1882. The line was extended on over the Blue mountains into La Grande June 16, 1884; Baker was reached on August 18 and Hunington on Nov. 10, 1884.

Connection With Oregon Short Line

On November 25, 1884 the tracks of the Oregon Short Line and the O.R. & N Co. joined at Hunington with ceremonies during the driving of the last spike. On December 1, 1884 trains could operate between Portland, Oregon and Omaha, Neb. via the Union Pacific railroad. The O.R. & N Co. remained a "connecting link" between both the Northern Pacific and the Union Pacific into Portland until 1887 when the Union Pacific took it over by lease and in 1889 by purchase of the capital stock.

Railroad Boom Days

All this railroad construction brought a big railroad boom to The Dalles for two or 3 years, equal to the gold rush days of 1860. But after the completion of construction The Dalles lost its important position as a trading center for eastern Oregon, eastern Washington and Idaho, a blow from which it has never recovered. Only the trade with Central Oregon remained and a little in the Goldendale area. The Central Oregon business dried up with the construction of the Columbia Southern railroad from Biggs to Shaniko in 1901. The lines up the Deschutes into Central Oregon in 1910 finished off the rest of the trade.

The Railroad Shops

The Oregon Steam Navigation Co. established their railroad and steamboat shops just across Mill creek on First street in 1862 and they were acquired by the railroad in 1882. They included 18 acres of ground, offices, tin shops, car repair shops, carpenter shops, machine shops, blacksmith shops, upholstering shops, a large roundhouse for engine service, drafting rooms, foundry, pump works, sheds, tanks and store rooms. The Dalles directory of 1883 lists over 500 men on the railroad payroll in The Dalles! Soon after the Union Pacific acquired the O.R. & N holdings, they moved the shops to Portland in 1893. Over 400 workmen and 1200 people moved out of The Dalles that year! That was the second blow the railroad delivered to The Dalles from which it never fully recovered.

Rolling Stock

In 1884 the railroad passenger train consisted of 9 small 28 foot cars. Now passenger trains are made up of 16 cars 60 foot long. Coaches were lighted by candles or oil lamps in those days as compared to electricity now. Locomotives in those days weighted around 36,000 pounds while now they are 300,000. In 1884 top speed was 25 miles an hour, on account of hand braking of all trains by brakemen; now freight trains will double that speed and passenger streamliners will top 100 miles an hour on straight runs. Freight engines weight up to 600,000 and will pull 120 cars as against 25 or 30 cars in 1884 hauling only 10 ton each.

The Sliding Mountain

The History of Central Oregon in 1905 said "the O.R. & N was constantly bothered about a mile below Cascade Locks with the famous Sliding Mountain of Wasco County. This phenomenon has been going on many years. The entire mountain back for 6 or 7 miles, and about a mile along the river in width, is gradually slipping into the Columbia river. The sliding is not regular. Some years it is more than others. In 1894 it moved 40 feet!—pushing a mile of track into the river! They have to keep men there to shovel away the accumulation of earth." They have since tiled off the water illuminating much of this pioneer problem.

The Blizzard of 1884

The following account of how the blizzard of 1884 paralyzed railroad traffic was told to Fred Lockley, Oregon Journal writer, by J.A. Soesbe of Hood River.

In 1884 I was living at Hood River (then a part of Wasco county). I was making improvements on a preemption claim at Deschutes (Sherman county). I had gone to my claim just before the big storm of 1884 broke. My claim was on a high hill, overlooking the Columbia river and the blizzard commenced while I was working there. For 3 days and nights it snowed furiously; and on the morning of the 4th day I started, intending to catch a train to The Dalles. When I was about half way down the hill I was caught in a snow-slide and carried to within a few feet of the station. As the snow was very light I suffered no inconvenience further than being somewhat smothered and considerably frightened. I was about 20 minutes ahead of the train going into The Dalles. That was the last train over the road for 2 weeks.

When I reached The Dalles I learned that a passenger train that had left for Portland that morning was stuck in the snow somewhere below Hood River and that the snow plow and crew were to be sent after it. I made arrangements to be a member of the crew. The railroad shop crew worked all night constructing a snow plow attachment for the front of a locomotive. With this snow plow and NINE additional locomotives (all the railroad had here then) to help push it, we left The Dalles at 8 A.M., expecting to go right through to Hood River. Instead we hung up at the first cut where we ran into 10 feet of drifted snow. It was necessary to shovel the engines clear of snow so that they could back up and take a ram at the drifts again with sufficient force to push through. This operation was repeated at every cut. We were all day making the 22 miles to Hood River!

From Hood River on we were able to make good time as much of the road was over trestles where there was no snow. We reached Viento running about 25 miles an hour. The passenger train was stuck in the snow about a mile below Viento. Conductor Lyons, expecting a relief train, had come back to Viento. Hearing our approach he climbed the water tank to give the danger signal. When the engineers saw the red light and heard the pistol shots they thought they were running into the passenger train and applied the emergency brakes, which, together with 5 feet of snow caused them to stop in a jiffy.

For some unknown reason, the last engine and baggage car, with the work crew, were running about 200 yards behind. They couldn't stop and ran into the 9 small locomotives with enough force to knock nearly all them off the track! By morning every locomotive that was not wrecked was dead for lack of fuel and water. Our relief train had only increased the seriousness of the situation by bringing about 50 more hungry men and no provisions for feeding anyone!

The next morning Roadmaster Donly asked for someone to go back to Hood River with a message. I volunteered. It was still snowing furiously! The temperature was below zero! The wind was howling a gale! It was not possible to see 100 feet ahead in the blizzard! There was no sign of a train ever having passed over the road! Every cut was filled with fine drifting snow, sometimes 20 feet deep! It took me 8 hours to make the 7 miles back to Hood River to deliver the message! Word came immediately from The Dalles to send provisions at any cost. Captain Nathaniel Coe organized a crew of 16 men and we left the next morning with cooked provisions. That was a mistake as everything cooked froze before we got through; so we took uncooked supplies thereafter and did the cooking at the Viento section house. We made a trip every day for 10 days! It never let up snowing or blowing all during that time!

Since the O.R. & N had wrecked its entire locomotive equipment the 300 passengers on the marooned train would have been there until the spring thaws melted the snow if Supt. Buckley of the Northern Pacific had not come down with a snowplow, wrecker and a train load of provisions and men and cut a way through to Portland! The storm occurred during the first week of December 1884.

Wm. A. Beardsley's Version

Wm. A. Beardsley, O.R. & N telegraph operator at Coyote when the blizzard struck, said there was 3 feet of snow at Walla Walla and 8 to 11 feet at The Dalles! It started to snow in the middle of December and continued without an intermission..

Lulu D. Crandall's Version

For 15 days the train at Viento with 7 cars and 150 passengers was snowbound at Viento with Ed Lyons conductor, from Dec. 19 to Jan. 3, 1885. It was later held at Cascade Locks while 1000 shovel men hacked at solid ice and snow between Oneonta and Multnomah Falls. They reached Portland Jan. 7, 1885. They had waited for advice on snow conditions in the gorge and Supt. H.S. Rowe and Ed Lyons decided to chance making it through. Chas. Evans train from Umatilla was consolidated here. On the 22 of Dec. all able bodied men started walking toward Cascade Locks, 11 miles west. Most of them made it. Some stopped at farm houses. Others walked on into Portland. The river was frozen. After they ran out of coal the men cut wood for heat. Ed Lyons walked to the Cascades for supplies of bacon, beans, coffee from fishermen. It was a bad Christmas for them all. Engineer Hudson was killed when his snowplow upset. J.M. Buckley brought the Northern Pacific relief train down from Wallula on December 30. He was able to open the road to Bonneville in two days. Traffic was opened up January 7 when a chinook wind replaced the blizzard and help melt the snow and ease working conditions. The blockade cost the railroad \$5000 a day. It was the worst blizzard we ever had.

The blizzard of 1884 compares favorably to the Southern Pacific blizzard of January 1952 when their crack streamliner "City of San Francisco" was marooned at Donner Pass for a week despite all the powerful modern machinery we have for moving snow in blizzards.

Other Railroad Lines

The Heppner branch of the Union Pacific is the oldest of our branch lines. Then came the Columbia Southern through Sherman county to Shaniko, built in 1901 and completed in 1902. The Arlington to Condon branch was built by the Union Pacific in 1905.

The S.P. & S

The Seattle, Portland, and Spokane railroad, commonly called "the north bank road" being on the north side of the Columbia river between Pasco, Wn. and Vancouver, Wn. is one of the many railroad babies of James J. Hill. Hill had always wanted a Portland terminal. His lines over the Cascades into the Puget Sound area of Washington and thence down to Portland over the jointly owned and operated Portland to Seattle road, was a long, hard, costly route over 2 mountain chains. By building from Pasco into Portland, 200 miles, he not only illuminated the mountains, but he cut the distance by 1/3rd. The roadbed is a water grade and one of the fastest anywhere in the west. Ed. Herriman, owner of the Union and Southern Pacific railroads, resented James J. Hill's encroachment on "his" Portland territory and they had legal battles, similar to the Pacific Power & Light Co. against the local P.U.D., trying to prevent Hill from coming into Portland. Hill, like the P.U.D., won every battle in court against Herriman's legal delay tactics.

The years of 1907-08-09 and 1910 were the big railroad boom years again. The S.P. & S, jointly owned by the Northern Pacific and Great Northern pushed their construction on the north bank of the Columbia river in 1907 and 1908. In those years the blasts rocked the homes of The Dalles as rocks spattered into the Columbia river. Their steam drills sang a constant 10 hour day humm and buzz, followed by the evening's roar of powder. The Dalles ferry, the Rowena and Mosier and Hood River ferries did a land office business in those prosperous days carrying supplies, men, mail and equipment back and forth across the Columbia. The little tent cities, pitched among the rocks and rattlesnakes, moved with construction. A tent saloon and gambling hall followed construction and the foreign workers didn't always know, when they went to bed at night, whether they were seeing "whiskey snakes" or real ones; but they always maintained whiskey was a "snake bite remedy," whether applied internally or externally and there was no use arguing with them. Most of them believed in "free love" and came to The Dalles on Saturday nights to see their sweethearts. Rome, in its most pagan times, never put on any parties comparable to those put on in The Dalles during those railroad boom construction days. Night life was a riot and the saloons here were mints for coining money during those 4 memorable years. The Dalles police force was only 2 men for the 24 hour period, so unless a shooting scrape occurred, the town was wide open. It was best not to start anything you couldn't stop in those days. They never needed any reason for a fight all they needed was an opportunity. The whiskey provided enough "energy" for a bare-fisted one round battle. The sawdust on the floors of the saloons, like those in butchershops, were there to soak up the blood and make them quicker and easier to clean and to fall in. Construction work in 1952 has lost all its night-life glamour, compared to conditions 40 years ago in The Dalles.

Up the Deschutes to Central Oregon

Jim Hill was just mad enough at Herriman that he didn't stop at Portland he went on down to Astoria with his lines for good measure, on the Oregon side. Then he headed up the Deschutes river with his Oregon Trunk Line for Bend and Klamath Falls and on into California to really whittle down on Herriman's monopolistic railroad income. Hill's Oregon Trunk line crossed the Columbia river at Wishram, at that time called Fall Bridge, with a ferry railroad barge and according to Henry Wickman of The Dalles who for years worked at Seufert's cannery, Captain Haywood operated the steamer Normal which propelled the barges between Wishram (Fallbridge) and the mouth of the Deschutes river at Moody, on the Wasco county side where a long line of wooden piling ran out into the Columbia river for $\frac{1}{2}$ a mile or more. The river was shallow at that point, near the Deschutes, was one reason for the long line of piers, and another was that heavy railroad locomotives and loaded cars with steel and other supplies made barges ride low in the water; also the rise and fall in the Columbia river had to be provided for and a gentle grade for approach. That railroad ferry was a difficult piece of engineering, in 1908.

The Wishram Railroad Bridge

The \$3,000,000 S.P. & S steel railroad bridge at Tum Water Falls, gave the name to the railroad town of FALLBRIDGE, bridge over Tum Water Falls of the Columbia. It was later named Wishram, after the ancient Indian village and mound city of Wishram, now called Spearfish and about 4 miles west of Wishram the S.P. & S railroad division town (formerly Fallbridge). The railroad ferry from Fallbridge to Moody was just a temporary proposition proposition. They were dickering with Frank Seufert for a right-of-way across his property at Tum Water Falls, on the Oregon side. According to Henry Wickman Frank first told them that they could have the right-of-way for \$50,000. S.P. & S attorneys "blew their top" and went back to Portland. Next time they came up prepared to give Frank his \$50,000. Frank turned it down. He told them he had changed his mind; he thought the right-of-way was worth \$100,000. Again they "blew their top" and went back to Portland. Up they came a third time and this time it was \$200,000. They just pawed the air and told Frank, "the railroad had the power of eminent domain and could condemn his worthless ground and take it for a fraction of that high figure." "Sure you can," Frank replied, "buy my attorneys can keep you in courts of Oregon for years, if they so desire, and TIME is an important factor to you. You can't wait YEARS for that bridge! You have to have it NOW or very soon. The price, gentlemen, is \$200,000. Good day, gentlemen." The S.P. & S attorneys were dumbfounded. Their case was tried "right before their eyes to the supreme court of the state of Oregon" with all the legal delays that the minds of lawyers can employ. Mr. Seufert got his money. The S.P. & S finished their bridge in 1911 and its still in use. It is one of the finest railroad bridges in the west. It will be raised upon completion of The Dalles dam.

WISHRAM or FALLBRIDGE

The story of Wishram or Fallbridge, Wash., according to Mrs. Dan Bunn in the historical edition of the 1948 Chronicle, dates back to 1911 when Fallbridge was established as a division point on the S.P. & S railroad, in the place of its former division point at Cliffs, Wash. It retained the name of Fallbridge until 1926 when the Columbia River Historical Society asked the railroad to change the name to WISHRAM, in honor of the ancient Indian mound (pyramid) city of Wishram, about 4 miles west and now called Spearfish, where Lewis & Clark camped in 1805. The old Indian village of Wishram (Spearfish) was destroyed by Col. Wright during the Yakima Indian War of 1856 to prevent the Indians from living there or fishing there during that war. (For more details see under Indians). More recently the Indian population of the Indian village of Wishram (Spearfish or Speedis) was wiped out by a flu epidemic until now practically none of the original tribes exist there. It will be submerged by the building of The Dalles dam in 1956. The old Indian burial island of Tenino, in the Columbia river opposite the old Indian village of Wishram (Spearfish or Speedis) contained one of the most rare collections of Indian burial records, in the west, according to Henry Wickman, who has been on the island. The old Indian saddles of the Spanish wide-horn type, the old muzzle loading flintlock guns, Indian Wasco bowls, beads, arrows and other relics were all moved some years ago, under government supervision. The Indian remains were moved to their cemetery at Speedis.

Until the completion of the railroad bridge S.P. & S trains for the Oregon Trunk branch up the Deschutes river were ferried across the Columbia by the steamer Normal, from a site just east of Wishram (Fallbridge). Trains consisting of an engine and about 4 cars were run onto the ferry-barge about the same as automobiles are today. Fallbridge in those days had about 8 or 9 families and a number of single men who worked on the railroad. The families lived in tents or grain door shacks. They had a 2-room school building. The high school of 1913 occupied one of those rooms and 10 students attended. Teachers received \$100 a month. Recreation was difficult and they had to walk miles to a dance. Many medicine dances were held in the Indian village of Tum Water, just west of the railroad bridge. The population of Wishram has grown to 700 (1948) and a modern school with a gymnasium has replaced the former school. Wishram is across the Columbia from Celilo, is an unincorporated railroad town.

The Deschutes Line of the U.P.

It was in 1909 that both the Union Pacific and S.P. & S started up the Deschutes river toward Bend and other Central Oregon Points. The Union Pacific took off at Sherman, a junction just this side of Biggs to get elevation. The Union Pacific built roads down into the canyon, that would scare a coyote to walk on, about every 10 miles. They hauled supplies from Wasco, Moro, Grass Valley, Shaniko terminal down into the east side of the canyon. Aside from the various section houses the U.P. had, there were no important connections until they reached Sherar Bridge (Fargher). Next place was Hunts Ferry--later called Maupin; McLennan, Two Springs, Cove Creek, North Junction, Jersey and South Junction where the Union Pacific climbed out of the canyon following Trout creek up to Gateway, Paxton, Madras and to Metolius. By the time their lines reached Metolius Ed Herriman suddenly died and officials of the two railroads got their heads together and jointly constructed and maintained the line from that point through Culver, Terrebonne, Prineville Junction, Redmond, Deschutes and Bend.

The Oregon Trunk Line of the S.P. & S

As mentioned above the Oregon Trunk first used the ferry between Wishram (Fallbridge) and Moody until 1911 when the steel railroad bridge was completed and put into use. After Moody their next stop was Kloan an important place during construction days. They used the Great Southern railroad to haul supplies out to Neabeck where Lou Kelley ran the warehouse and received for Towhy Bros., the contractors from Spokane. The supplies were hauled down over Freebridge (Rattlesnake) Grade to Kloan. It was at Neabeck that Dr. Fred Thompson operated a hospital to care for injured men of the Towhy Bros. Oregon Trunk Crew. Some of these injuries were due to Union Pacific crews setting off charges of dynamite without warning S.P. & S construction crews. Rocks would fill the air and often strike the workers. This was illegal and unlawful but law enforcement officers in those days just "winked at the law" when these two railroad companies went to work. Both construction crews were guilty of the same thing. In addition they used to throw lighted sticks of dynamite at each other, across the river. It made business good for Dr. Thompson and he had a little cemetery at Neabeck where they planted those too badly torn to pieces to sew back together again. Supplies were hauled down to Dike from Wrentham on the Great Southern. Another road ran down in the vicinity of Oakbrook served from both Wrentham and Boyd on the Great Southern. Sherars Bridge was served out of Boyd over the old Dalles to Canyon City stage and mail route road. Supplies for the Maupin section was freighted from the Shaniko terminal by wagon. They jointly used the McLennan, Two Springs, Cove Creek, North Junction and South Junction roads, with U.P. supply wagons. Rope ferries of the one wagon barge type, took them across the river. At Nena there was an old road down off Wapinitia flat. A road through the Warm Springs Indian Reservation ran down to Kaskela and Nathan (named for Nathaniel J. Wyeth, explorer of 1834). Kaskela was the first Indian chief at Warm Springs Reservation. These last 3 roads would break the back of a rattlesnake to follow but they did haul supplies over them!

The Oregon Trunk line followed on up the Deschutes from South Junction to Mecca where freight was dropped off for the Warm Springs Indian Reservation between 1911 and 1923. The Oregon Trunk line left the canyon at Pelton, where the private power companies want to build a dam, and followed Willow creek up to Madras. That was a very poor grade. It washed out easily and was hard to maintain so they turned it back to the jackrabbits and made a "joint usership agreement" with the Union Pacific between South Junction and Metolius; and later took up their rails.

U.P. Line Abandoned

During the great depression of the early 1930's it became necessary for the railroads to be economy minded the same as everyone else. They made application to Interstate Commerce Commission to abandon the line, which was granted, and the rails and ties of value were removed on 80 miles of railroad up to South Junction. By agreement with the S.P. & S there is "joint usership" of the entire line of 152.5 miles from Oregon Trunk Junction, near Celilo to Bend. They way it stands today the S.P. & S owns the line to South Junction. The U.P. owns it from there to Metolius, 24 miles, and they jointly own the next 41 miles into Bend. They jointly maintain the entire line. James J. Hill, the empire builder himself, drove the last spike in Bend in 1911 marking completion of the line and harmony. Later he extended his lines to Klamath Falls where they join up with his Western Pacific lines and go on down to San Francisco. The Union Pacific abandoned the Grass Valley to Shaniko section of their Shaniko branch railroad for economy reasons. They wanted to abandon the entire line but the people in Sherman county opposed the move. The line is used now for heavy wheat hauling purposes only, lighter freight and mail being contracted by truck. The business don't justify the maintainence of this line. The Condon branch does better and the Heppner branch always was good.

U.P. Service Improvements

At the conclusion of World War 2 the U.P. established their City of Portland crack streamliner service, June 6, 1935 with 6-roundtrips per month. On Feb. 15, 1947 this service was daily both ways with the running time between Portland and Chicago 42 hours and 30 hours or 2½ days to N.Y! If they never stopped at all they would have to average 50 miles an hour! To make up for lost stopping time it got to be around 75! and thats fast ground speed! If you want it any faster than that you had better take to the air where it is safer! Before the war it was 60 hours to Chicago!

At The Dalles, in 1950, the U.P. remodeled their passenger depot and added on a freight recieving house and clerical quarters for that department at First and Liberty at a cost of 40,000. The freight house was 170 foot long with room for 3 railroad cars at one time and plenty of room on the city side for trucks to recieve and discharge freight. Five switch engines are working on a 3 crew, 24 hour basis. The Dalles division runs from the Albina yards in Portland to Hinkle in Umatilla county, 99 miles east of The Dalles. About 60% of the locomotives in The Dalles division are diesels. New jet-type locomotives are on order. The big gas-turbine locomotives rate 4500 horsepower.

The Union Pacific railroad employs 314 men in The Dalles, according to Angus McAllister, Oregon Division Superintendent. Trainmen and enginemen number 177; 55 are in the mechanical department; 30 in the maintainence of way; 37 in the freight and yard department and 15 in the signal department. The Dalles will continue to be a division for crews despite its short distance of only 86 miles to Portland. The Dalles is an important freight point on the Union Pacific with a gross business in 1951 of \$1,254,928.

The Railroad Hotel at Hinkle

Hinkle is a model terminal with a glass brick roundhouse kept clean as a whistle and 25 miles of yards for trains and switching. The McNary Dam made the Umatilla Yards obsolete on account of so much roadbed having to be moved. The Hinkle hotel contains 70 rooms and a restaurant. As men check in, vacant rooms are indicated on the panel in the lobby, by envelopes on panel hooks. He removes the envelope and key therein and places 25¢ in the envelope together with his name and occupation and time he wants to be called. The room is his for 12 hours for 25¢! Most of the rooms are used twice daily. The restaurant uses a railroad carload of food every week. It takes a crew of 15 to operate the hotel.

Railroad Costs

We often heard it said that railroad costs are too high, as indicated by the 1½ million dollar freight bill we pay annually. But \$10,000 freight cars now cost \$25,000 and more; steel has shot up in price and there is lots of steel in a railroad. Taxes plague the railroad as they do you and I. It would scare a man to think of the price of a locomotive. Oil to operate locomotives don't flow out of every hillside. Tracks have to be maintained and rolling equipment breaks down and has to be serviced. The public don't maintain the roads like they do for commercial truck and bus owners who compete with tax-paying railroads. The annual payroll for 314 men, in a town the size of The Dalles, together with the above outlined expenses is far more than \$1,254,928 we pay for rail service.

Railroad Crews

Railroad trainmen are paid either by the mile, for open road work; or in case their day is more than 8 hours, it is then by the hour up to 16 hours, after which they tie up and sleep. Most of the work is by the mile for they generally make a division, like between here and Hinkle, in less than 8 hours, but they are paid for 8 hours just the same. A freight run is 100 miles and a passenger run about twice as far as freight runs. Trainmen work out of a "pool." Soon as they arrive at say the Hinkle terminal, their names are placed at the foot of the call list. As crews are called their names advance until they are at the top and are "next out." Trainmen never get any regular sleep or meals. Each shift or call are different hours than the last run! They have to maintain a place to live in TWO places! They may arrive at midnight, sleep to 9 A.M and be called at 3 A.M. for the next run and not be done until noon. Then they will try to sleep 8 hours and be called next time at noon the next day. You have got to learn to sleep like a dog, any time, any place and have a cast iron stomach with a copper lining! Have tolerance with the next trainman that talks gruffly to you. He may not be awake yet! The pay of other railroaders is about the lowest in America. Its a life of service with little personal reward!

The Great Southern Railroad

The Great Southern Railroad from The Dalles to Dufur and Friend was constructed in 1904 by John Heimrick, Sr., a mining man of Colorado who liked the Pacific Northwest and invested his profits here, in Portland and Seattle. He was a very large man weighing around 300 and as genial and good natured as he was big. He saw a big future in the timber and wheat resources of Wasco county and in 1904 started his railroad to Dufur. The History of Central Oregon said the grading to Dufur was complete, the depot and engine house under construction and much excitement prevailed as to the future of Dufur as a railroad terminus (1904). In 1913 the line was extended to Friend preliminary to tapping the timber resources of that area. The Great Southern Railroad Co. laid out the platted town of Friend and the company had options or owned timber reserves almost up to the Mt. Hood Loop highway. George Joseph was attorney for the railroad. The late Governor Julius Meier, of Meier & Frank in Portland, was among the stockholders, who, with the Heimrich family held the controlling interest. John Heimrich, Jr. was manager, co-owner and treasurer.

The first train operated over the road in the fall of 1905. The Dalles Business Mens' Association in 1906 published a pamphlet in which it shows the first train in operation, consisting of a 3-drive wheel locomotive, a combination baggage and passenger car and two other passenger chair cars, out in the Dufur valley with Mt. Hood in the background, a very beautiful Benj. A. Gifford photograph.

Dufur was the home terminal for the train crews, 1905 to 1913. The train left Dufur around 8 A.M. arriving at The Dalles in time to make connection with the Union Pacific noon trains with passengers and mail or express, arriving back in Dufur that evening. The mail contract paid \$5000 a year. In 1913 the line was extended to Friend and with that extension The Dalles replaced Dufur as the railroad terminal, with the engine or roundhouse here.

The other stations besides Dufur and Friend were Boyd, Rice, Wrentham, Emerson, Neabeck, Freebridge, Brookhouse, Fulton, Fairbanks, Petersburg, Seuferts and The Dalles. The train would stop anywhere along the line for passengers, freight or express. Post Offices were maintained at Fairbanks, Freebridge, Wrentham, Boyd, Dufur and Friend at which daily stops were made for mail. The mail for each of these offices was pouched by The Dalles post office. All of the stations were points for wheat receiving where farmers brought their sacked wheat from nearby ranches to the warehouses, during harvest, and later loaded on to cars for The Dalles. Dufur and Friend were lumber shipping points. Freebridge, Wrentham, Boyd and Dufur were busy places in 1910 when so much freight supplies were taken out for Towhy Bros. construction crews building the Oregon Trunk railroad up the Deschutes river. The Great Southern followed 15 Mile creek from Seuferts to Dufur.

Some of the men who made the Great Southern Railroad click, besides the hard working John Heimrick were Rex Ward, Al Frombling and S.H.S. Berryman, auditors of The Dalles; Dave Freeman and Albert Johnson, engineers; Frank Bird and John Kunsman, firemen; J.D. Tobin, Tom Carson and Jim Kunsman, conductors; Henry Curl, Wm. Phillips, Mike Toby were among the trainmen. Trainman Reese got wiped off a box car by a telephone wire and killed, the only known fatal accident on the line. Trainmen had their troubles with snowbound trains in the winter, which had to be dug out by hand. Washed out bridges during spring high waters of 15 Mile creek was a headache. Rock and earth slides covered the tracks during rain storms and February thaws; or weakened roadbed by thaws caused the train to fall off the track. Stray livestock on the tracks was always a menace. Broken equipment or rolling stock added to their railroad woes. The depot at 1005 E 2nd street burned during the Wasco Warehouse mill fire of 1911 and was replaced by the one now used across 2nd street at 1008 by the drive-in cafe. The engine house is used by the Mauser Lumber Co. to store lumber in.

Before the great depression of the early 1930's, when wheat got down to 25¢ a bushel and the sheriff lost its \$5000 a year mail contract. Wheat wasn't worth the shipping costs so it laid in the warehouses or remained on the farms, or just wasn't produced, and that condition remained for several years! In the meantime the termites was eating up the ties on the railroad until it got so the rails wouldn't hold up a fully loaded car of wheat! - yet they charged the farmers the full car rate. The farmers got mad and hauled their wheat to The Dalles in trucks, which were just being made in wheat-hauling models. Some hauling was done by wagons. Since wheat hauling was the principle source of revenue for the railroad, that was the blow that wrecked the railroad. The building of highway 23, from The Dalles through Dufur in 1922 and the gradual increase in size and capacity of trucks from that date to 1940 spelled finis to the railroad.

John Heimrick organized the Black Butte Lumber Co., during the depression, to try to salvage the timber holdings and make the road pay hauling lumber from Friend to The Dalles; and even converting the road into a logging railroad with the view of having his mill at what is now Seufert's Old Mill Trailer Court on highway 30 at 3 Mile creek. But the dreadful deadening business depression had closed about all the banks in Oregon and there was no one to be found with money and confidence to back the venture, so that too collapsed. Trains were illminated. A small deisel car handled the business. Taxes became delinquent and unpaid bills forced foreclosure. The rails were taken up, sold for junk to Japan who fired them back at the Americans during WW2! The real estate was held by The Dalles Land Co. with Stephen Hull of Portland and Seattle the administrator and owner. Some of the real estate is still being sold, rented and leased. John Heimrick went back to Colorado and made good in the mines his father held. The Great Southern train crews had passes good over other railroads and their service was credited by the Railroad Retirement Act, for pension purposes. The Heimrick home was at 303 E 10.

The RAILWAY MAIL SERVICE

The Railway Mail service was established in the east during the Civil War period and came west with the building of the Union Pacific railroad to California(1870); later followed the Northern Pacific west in 1883 and the Oregon Short Line and O.R. & N Co. from Ogden to Portland in 1888. As we have outlined in the biography of Ed. Kurtz (page 77) when Ed Kurtz entered the Railway Mail service on the Union Pacific out of Omaha, Neb. to Cheyenne, Wyo. about 1880, then the run was from Cheyenne to Pocatello, Idaho and later he worked from Pocatello, Idaho into Portland, Oregon and return, according to Henry Bertrand. The runs were changed from time to time. But Ed Kurtz is our oldest and best known Railway Mail clerk, afterwards Express messenger and Express Agent. He came west with the railroads into The Dalles and Portland with the first Railway Mail clerks.

We hear the iron horses roar by in the night, belching smoke and fire, with shrieking whistles and lights gleaming in the darkness from coaches with sleeping passengers. Little do we realize that on those roaring monsters of the 20th century, that there are men, human beings like you and I, working long, hard hours on our behalf, both as train crew members and Railway Mail clerks. The magazine ads say, "be a Railway Mail Clerk, travel and see the country. Big pay. Young men wanted."

We talked in Portland with two of those "young men" now retired Railway Mail Clerks, Walter Connors and Glenn Kearney. Mr. Connors entered the Railway Mail service in 1899 on the Oregon Short Line run from Pocatello, Idaho to Portland, Oregon, a 26 hour run without sleep. In 1915 this run was shorted to Baker from Portland. He worked the Portland to Dunsmuir, California 13 hour Southern Pacific railroad run. He has worked the Portland to Seattle 8 hour run. He was on the Portland to Seaside S.P. & S run for a time. He says two of the longest runs in the U.S. are from Los Angeles to Albuquerque, New Mexico, a 16 hour run and the Spokane, Wash. to Fargo, North Dakota run of like length. But for the purposes of our story the old original Union Pacific runs were from Omaha, Neb. to Cheyenne, Wyo.; then from Cheyenne, Wyo. to Huntington, Oregon and from Huntington to Portland. Each of those runs were about 700 miles each way! Later, as indicated above, they were shortened. The El Paso, Texas to Los Angeles, Calif. was another long run over the Southern Pacific. In those early days they got no pay for extra hours put in on account of storms, wrecks or other delays! In fact they were required to work an extra day in the terminals at Portland, Pocatello etc. when mails were heavy or at Christmas time. The 8 hour day didn't go in until just before World War I.

Mr. Connors knew several of the original(1885-1900) Railway Mail clerks. He did not know Mr. Kurtz as a railway mail clerk because Mr. Kurtz left that service before 1896. He knew George Foster (1885-1900) who later became a member of the Baker(Oregon) Loan Co. Others were Wm. T. Hall, Ed. O' Connors and Ed. Wetzler. Following them in service were George Foster, Wm. Hall, F.A.M. Stewart, Joe Graham, Jay Oliver and Albert Rand.

Before the establishment of the railroads the Oregon Steam Navigation Co. brought the mails up from Portland and The Dalles to Kelton, Utah Stage Line met the Union Pacific trains at Kelton. Walter Connors worked on boats between Portland and Astoria, before the S.P. & S extended their railroad down to Astoria. Some of those boats were the J.T. Potter, Lurdine, Undine, Harvest Queen. Before the O.R. & N built into Spokane the Northern Pacific operated between there and Walla Walla, Umatilla and Pendleton. The Portland to Spokane Union Pacific run was started in 1910. The 1900 Portland to Pocatello run was shortened to Portland--Baker in 1915. The old run to Pocatello was 730 miles and took 30 to 45 hours each way!--of CONTINUOUS WORK, without sleep!--a long hard grind even for a young man. The glamour of the Railway Mail service soon faded after a few months on that run! It passed through The Dalles ever night, each way, every day for years and years! It was one of the longest runs in the U.S. and one of the hardest man-killers in the U.S!--it still(1952) is one of the heaviest, hardest, toughest grinds in the U.S!

On this Portland--Pocatello and Portland--Baker run through here, each way, every day; the long 20 to 40 hours, without sleep, caused the clerks to be able to "sleep like a horse, standing up," and snore just like they were in a feather bed! They would shake each other, throw water in each others faces, rub snow on each other, open the doors and let the cold air rush in until their hands became too numb to work mail,--trying to keep awake on the job. They had to collect in the pouches, from the catchers, as they flew by in the blackness of the nights; and dispatch pouches and papers in like manner. It was not possible to catch any sleep, unless the train was late or unless the mails were light; and even then only one man could sleep for an hour or so, out of a crew of 3 to 5 men.

After the 8 hour day went in, on the long 12 to 16 hour runs, they were allowed 8 hours sleep at terminals, then could be called for another 16 hour run. Six of those 32-hour roundtrip runs was a months work and they stayed home the rest of the time. On the 12 hour runs, generally one roundtrip was compensated by allowing the boys off 4 days before another run. In the early days there was no subsistence money to pay for meals and room away from home; that was allowed with the 8 hour day law. While the VOLUME of mail is heavier today, due to subsidized magazines, parcel post and advertising matter, the volume of work per man, was greater than than now! The railroad, before 1917 carried mail by weight and about every 4 years "mail weighers" had to ride the trains for 3 months to get "an average weight basis" for railroad fees. They are now paid on the cubic foot-mile basis which amounts to about 50¢ a mile(1952) for each cubic foot. A 60 foot storage car of advertising, magazines and parcel post costs the government about \$6000 from Chicago to Portland and its questionable whether the government gets that much revenue out of the matter carried, on many cars. The Union Pacific Railway Mail cars are 15 X 30 feet of working space which costs the government \$3000 per car from Chicago to Portland. The Northern Pacific Terminal Co. pays the mail handlers at the Union depot. About 75% of the mail trains are night trains here.

The Branch Lines

The branch railway mail lines from Biggs to Shaniko, in Wasco and Sherman counties, were established in 1909 with George Buck, Ben Campbell, Al Jeffery and Wm. Keittle, clerks until the line was suspended in 1920. The Arlington to Condon service was established in 1915 and is still in operation. The Willows and Heppner branch only lasted about 2 years. There was never any railway mail service on the Great Southern. The Dalles to Bend branch operated out of The Dalles over the Union Pacific line from 1914 to 1928, according to Glenn Kearney who lived at The Dalles while on the Bend run. After the Union Pacific suspended service in 1928, Glenn Kearney, Tom Finley and Chas. Dizney continued to live in The Dalles but worked out of Wishram to Bend and return over the Oregon Trunk(S.P.& S)line. Finally those clerks were ordered into Portland where they worked out of Portland on S.P.& S Alaskan Trains No.3 & 4 which make connections at Wishram with the Oregon Trunk(Bend)train No.102 at midnight arriving at Bend at 8:16. They slept all day in Bend, returned to Wishram on 103 at 8 P.M arriving at Wishram at 2:15 A.M. for connections with S.P.& S No.3 North Coast Limited which arrived back in Portland at 7 A.M. That was a 12 hour run, each way, and when they got back into Portland they had 4 days off before they made the run again.

Unusual Experiences

Some of the unusual experiences of Mr. Connors were the freezing OPEN of mail car doors, by ice! When that occurred the clerks would nearly freeze until they arrived at the next stop where service men would thaw the doors out with water or steam. Snow bound trains in the winter were not uncommon and made long runs. Mud over the tracks at Bridal Veil Falls delayed trains. Once near Corbett station, a hay truck parked too close to the tracks and they grabbed a bale of hay off the truck with their catcher bar, which was extended to catch a mail pouch at Corbett. The hay just flew thru the air. Sometimes, in the blackness of the night, their catcher bar would be straightened out by "hooking a bridge!" One time at Kamela the pouch was tied to the crane by a string and that time the catcher bar took the crane along with the pouch. It sounded like a freight truck has plowed into the train. Often at Meacham it was 50 below there in the Blue Mountains but it never seemed that cold for there was seldom any wind. The snow in the Columbia Gorge at Warrendale and Oneonta Gorge, Multnomah Falls would freeze into solid blocks of ice that nothing could touch but a hand pick! It would take days to clean out those ice pockets and in such cases the mail would be transferred by hand from one train to another, sometimes $\frac{1}{2}$ mile away. Japs and Mexican labor used to do that kind of work. Once we had 100 pouches of registered mail that had to be transferred that way by Japs from the train to the steamer Harvest Queen at the Cascades because of road blockages. In case of wrecks the mail was always scattered out of the cases and had to be picked up and worked at the nearest post office, by terminal crews or on other trains. When the lights would go out, candles, lanterns and flashlights were used. When the steam went off their hands would get so numb they couldn't hardly work their fingers, even with gloves on. Clerks always know where they are, even on the blackest night, despite the roar of the train, "by the way the mail car lurched and travelled on the track and curves, the momentum of the car and its swing, engine whistles, bridges, bluffs, warehouses or towns, told them exactly where they were!" They learned these sounds on the Baker, Seattle, Spokane and Dunsmuir runs and knew them all in all types of weather!

Walter Connors was born in Ohio(1877)son of John Connors a railway mail clerk(1884-1910)on the Chicago and Cincinnati run and later on the Virginia run. His father was removed by the democrats during the Cleveland administration but later restored by the republicans. Walter retired in 1938.

The Bend Run

The Portland--Wishram--Bend run was a long hard run, according to Glenn Kearney. The clerks are required to know the Portland separation scheme for city carriers, rural routes and sub-stations and all their many changes. If they are in the Spokane or Seattle run it means they have to keep up with those schemes and all their changes too. The responsibility is greater than they can cope with and unless they change those requirements railway mail clerks DO NOT RECOMMEND THAT YOUNG MEN ENTER THAT SERVICE AS AN OCCUPATION! On some of those runs 5 ton of mail must be handled and separated! Geographical changes and offices must be kept up with. Its too much for human endurance. Mr. Kearney was born in Minn.(1877)son of A.E. Kearney. He came to Redmond in 1911 and entered the Pocatella to Huntington run in 1913. He married Ada Young and their son Ty is with the Bureau of Public Roads in Portland. Glenn retired in 1948.

Unusual Experiences

Up the Deschutes the Ox-Bow Bend, about 4 miles below Sherar's Bridge is the most scenic and outstanding point of interest. It was a very difficult piece of engineering, with 2 bridges and a tunnel for the S.P.& S. The tapioca snows, washouts and slides of the Deschutes canyon is the worst winter trouble. He was on the Bend branch for 17 years! and the Portland to Pasco run(S.P.& S)from 1938 to 1948. They were tied up at Maupin one time for 2 weeks with tapioca snow slides which covered the railroad tracks 20 feet deep! and then froze on top! Another time they were tied up 3 weeks at The Dalles on account of snow slides. Between Gateway and North Junction they were tied up once for 3 days without food and ran out of fuel. The years of 1916 and 1919 were worst. A cloudburst in 1921 raised the Deschutes 10 feet and washed out the railroad bed, in places, took a number of buildings and one or two bridges and ferries.

HIGHWAY POST OFFICES

The first highway post office was established Feb.10,1941 at Harrisonburg, Va. with a 147 mile run. In 1941 California and Indiana had routes. Today there is 91 highway post office routes, in 23 states including one between Portland and Corvallis over 99W. It picks up mail at the various offices and puts mail off, operating like railway post offices with Railway Postal Clerks.

THE MIGHTY RIVER OF THE WEST

The story of the Columbia river is too big to ever be told! Its use as a commercial artery and roadway of communication for both the Indian and white man has a long history that has never been written. As a source of food it has fed both the Indian and white man. It has always been a sanctuary for game birds and wild animals for the same purpose. The magnitude of its stored-up power is awe inspiring. Its beauty defies description. No words at our command describe our Creator as He reveals Himself to us as the Columbia river!

Tributaries

The Columbia river is the great drainage artery of the Pacific Northwest comprising more than 250,000 square miles! It is 1000 miles from Astoria, Oregon, on the Columbia to Revelstoke, B.C. and all that distance was navigable for the Indian and Hudson Bay Co. traders and trappers! The Columbia river rises in the Rockies 264 miles north and east of Revelstoke. In early steamboat days it was navigable from Astoria for 700 miles inland! The Kootenai and Clark fork are its main Canadian tributaries. The Spokane and Okanogan are the first two American tributaries followed by the Yakima and Snake. The Walla Walla, Umatilla and John Day rivers are too small to amount to much, but the Deschutes flows about the same volume as the Willamette. The Washington rivers of the Klickitat, White Salmon, Wind, Washougal, Lewis and Cowlitz add considerable volume and are important fishing streams. It is 11 miles wide at Cathlamet Bay and 6 miles at Astoria. During the June high water it flows out into the Pacific ocean for 100 miles! The volume of flow is about the same as the Mississippi river and when harnessed for electrical power will produce about 40% of all electricity that can be generated in the U.S. by river power! The dams now completed and under construction will produce around 5 million kilowatts or 7 million horse-power!

Geology

The geological history of the Columbia river shows that at one time it flowed about 10 times the amount of water it flows today! With the rising of the Cascade mountain chain Columbia lake was formed. The overflow of the lake at the Cascade low point cut the channel through the mountains we see today, according to Ira Williams, geologist. As a glacial or tropical stream, at different periods, snows were 50 feet deep in the mountains in the winters with a tremendous runoff in the spring and summer months, which were lots hotter than they are now. In that early period it rained "cloudbursts" much of the time, making an "average river flow" about 10 times the present size of the Columbia. Foley Lakes was once the channel of the Columbia and the sand-rock, near the T.B. Hospital, was once the "sandy beach!"

Food

The Columbia river has been a source of food supply for the Indians for hundreds of years. In the earliest pioneer and exploration days the salmon runs on the Columbia were a perpetual year around affair which provided food for the Indians in such an abundance that all the important salmon fishing sites, like the Cascades, The Dalles, Wishram Indian Village, Celilo, Sherars on the Deschutes, Umatilla Rapids, the falls along the Snake and other rivers, Kettle Falls above Grand Coulee and big sites on the Spokane and Canadian rivers. Good fishing prevailed until the white man exterminated the runs by commercialism. Sturgeon, catfish, mussels and a horde of other fish, food was always provided by our Creator for His children in the waters of the Columbia. The river attracted game birds and wild animals, another source of food for variety. Its streams and banks provided roots, berries, fruits, nuts and other foods in abundance. The Indian tribes which held control of important Columbia river food sites were the "wealthy" Indians. At their annual "Olympic" gatherings at The Dalles and across the river, Indians attended from the coast, from California, from the plains of Kansas to the Dakotas as well as Canada. They held great athletic events, traded, bought slaves and had a "hi you time" (for more story--see under Indians).

Natural Beauties

The beauty of the Columbia river is matchless. From the wilds of Canada to the Oregon seashore there is no river in comparison! The magnitude of the Canadian Rockies, in all its primitive wildness has no comparison in America! First it flows north over 100 miles as if seeking an arctic outlet before bending to the south. There is every reason to believe that in ancient geological times that what we now call the Fraser river was its outlet to the sea! The great Columbia lake in Canada testifies to the topography of the country. The wilds of eastern Washington are a vivid contrast to the wooded Canadian wilds. Then the sage brush deserts of eastern Washington and Oregon thirsty for the waters that flow by, rich as any soil in America. Then the Celilo Falls, internationally famous as an Indian fishing grounds from ancient times. The amazing compression of the mighty river into a channel only 135 feet wide and 475 feet deep, where it "turns on edge" at The Dalles rapids, soon (1956) to be flooded out by The Dalles Dam. The Old Wishram Indian Pyramid Village at The Dalles narrows. Then the beautiful Columbia River Gorge through the Cascade Mountain range to the sea, covered with forests and trees of all descriptions and studded with sparkling sentinel snow capped mountain peaks,--the Alps of America at our backdoor!

The next page (125) describes the arrival of M.Z. Donnell's mother and father in The Dalles in 1852, 100 years ago and their trip down the Columbia river; an eye witness account 100 years ago!

Pages 126, 127 and 128 entitled THE LURE OF THE RIVER by Judge Fred W. Wilson, retired, of The Dalles, who was a passenger on our river boats, very vividly describes much of the history of steamboating on the Columbia, as it effected The Dalles and Wasco county history.

CROSSING THE PLAINS IN 1852 by Camilla Thomson (Mrs. Zelick M. Donnell)
(The Dalles and the Columbia River in 1852)

In 1896 Mrs. Donnell, mother of Lulu D. Crandall, local Dalles Historian and mother of M.Z. Donnell, local Dalles druggist, together with her brother Orville Thomson published a limited edition of book-lets, under the above title. We were able to borrow a copy from the library of Mrs. Fred Houghton and are pleased to make the following quotations which will be of interest to lovers of Dalles history:

It has been 44 years (1896) since the occurrence of the events herein narrated. While many have passed "over yonder" they are not forgotten and this is a fragrant remembrance to them. This is a memory picture drawn by Mrs. Camilla (Thomson) Donnell especially for this little work. Westward Ho! over the snow-capped mountains in 1852 to cast our lots and seek our fortunes in the "Far West". It was not all light and joyous. It meant a world of things to us: it meant leaving our homes and loved ones, parents and friends- those whom we had grown up with- to endure the hardships of a long and tedious journey; to brave the dangers of camp life in mountain wilds, added to the terror from fear of molestation by the Indians. While courage and enthusiasm was kept up, deep down in our hearts was a load of sadness!

In 1850 Congress passed the Donation Land Claim Act giving a man and wife 640 acres from any unoccupied lands and to a single man or unmarried woman 320 acres. These inducements caused many home and gold seekers to turn their thoughts toward the setting sun. My brother Origen Thomspn, my husband Zelick M. Donnell and myself decided to attempt the journey mapped as "The Great American Desert" with a company from Indiana, Ohio and Illinois consisting of near 100 persons. The expedition was a matter of great interest to the entire community and was the chief topic of discussion for months previous to its departure. The persons composing the party were among the oldest and best known families of that section and were well fixed financially. There were many newly married couples seeking a home.

A boat was taken from Madison to St. Joseph, Mo. down the Ohio to the Mississippi. We bought our teams and supplies at St. Joe, enough to last all the way across the plains. We crossed the Missouri river by rope ferry at Omaha, then uninhabited except for Indians. We had stout covered wagons drawn by oxen, some had mules and horses. Wagons were packed with boxes, bundles, bedding, tin cans, camping equipment. We were cut off from all communications when we left the Missouri and started up the Platte on a continuous line of prairie schooners. The grass seemed to reach to the tops of the wagons. There were very few landmarks to measure distances by. The clearness of the air made distant objects seem too near. Independence Rock seemed only $\frac{1}{2}$ mile away but was nearer 10 miles. We seen a number of Indians from time to time. Wood was scarce so we had to practice economy. Each wagon messed by itself and did its own cooking. Our wagons formed a camp corral circle with the stock inside until driven out for feed. The night was divided into 3 watches with a man always on guard. Fifteen to 20 miles was a good day's journey. The summit of the Rockies was reached on the 4th of July.

AT THE DALLES

Arriving at The Dalles after fording the Deschutes river, we found but one house and a few old log buildings belonging to the Methodist Mission. The beach of the Columbia river was covered with tents and there must have been a thousand persons living in them at the time of our arrival, awaiting transportation by batteaux to the Willamette valley. Our cattle were taken overland by trail along the Columbia to Dog (Hood) river valley. The rest of the party took passage in the batteaux in charge of French Canadians. We crossed the Cascades by means of a horse car over a portage $1\frac{1}{2}$ miles long. We arrived at Portland late at night and the lights of the village filled our hearts with warmth. We stayed there 2 weeks and went to Dayton where we camped on the Yamhill river and looked around for a place to live. My husband and brother worked in Joel Plamer's sawmill and I taught school for \$50 a month to 15 pupils. After 4 months we moved over near Brownsville where we took a Donation Land Claim.

There was a ferry over the Deschutes in 1852 although it could be forded at the island at the mouth. The now flourishing city of The Dalles was then a dirty hamlet of a few miserable huts, giving no promise of the lively city of this day. On Sept. 13, 1852 we camped about 3 miles from the store at The Dalles and the next day we drove into town where we spent the next 2 days making ready to drive our 11 head of cattle down the trail. We were on our way by 3 o'clock crossing the branch (Mill creek) above the sawmill. The trail leads across the bottom (Chenoweth flats) crosses a little branch (Chenoweth) and camped about 2 miles up the mountain where the grass was good feeding.

Camilla Thomson was born in Indiana in 1827 was married in 1852 to Z.M. Donnell and came west to Oregon on her honeymoon. She was a frail woman and her parents never thought she would be able to stand the hardships of the trip across the plains, but she WALKED ALL THE WAY and reached Oregon in the best of health she ever had. Her closest chum on the trip was Mary Stevenson who afterwards became the wife of Gov. Zenath F. Moody of The Dalles and Harriett Snider, the mother of Fredrick Homer Balch (author of the Bridge of the Gods). She was the mother of 4 children Orville, Lowry, Martin Z. and Lulu D. They returned to The Dalles in 1858 with cattle over the old Barlow road and settled near Freebridge on 15 mile creek. She died at The Dalles in 1872 at age 45.

It was from her mother that aunt Lulu Crandall received the inspiration for writing so much about Dalles and Wasco county history. She set a fine example for her daughter Lulu to follow. Lovers of Dalles history owe both of these pioneers a debt of gratitude.

Under full sail opposite White
Salmon landing enroute to The
Dalles with a cargo of wood used
for home heating and industrial
purposes from 1870 to 1918. Photo
taken about 1900 by Benj. A. Gifford,
pioneer Dalles photographer.
Negative at Mrs. Ralph Giffords,
Salem. W. H. McNeal collection.



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THE LURE OF THE RIVER by Fred W. Wilson

The Dalles is history. It is a treasure house of Indian lore, river romance and tales of the days when men strove and conquered. It was a river town. Men talked steamboats. They lived with them. The coming and going of the boats were the crowning activities of the day. The captains, engineers, pilots, mates and pursers were the best known men about town. When evening came and when the steamer's whistle was heard as she rounded Crates Point the most interesting hour of the 24 had come. As the passengers reached the Umatilla House, the symbol of hospitality, the townfolk gathered. Old friendships were renewed, new acquaintances quickly made. The news and gossip of the outside world was told to eager listeners, while the town boys looked with admiring eyes on the men who ran the boats and they would debate about who landed the boat with the most skill.

First Boats

Before 1851 pioneers who reached The Dalles, after 6 months across the plains, found river transportation to be Indian canoes, Hudson Bay batteaux and rude rafts. In that year the James P. Flint echoed the hills with her whistle after which came the Allen, small of size and short of life. In 1854 the Mary made her appearance, followed by the Wasco and in 1857 the Hassalo; then the Col. Wright in 1858, built at Deschutesville above Celilo.

The Cascade Massacre

The Mary must be given a leading place for her participation in the Indian massacre at the Upper Cascades in 1856 where she was berthed when terror stalked along the river banks. The soldiers were at The Dalles 40 miles away. There was no telegraph. The Indians were threatening every settlement between White Salmon and the Cascades. Steam was raised in the little 80 foot side-wheeler and those who could escape rushed aboard her while bullets crashed through the pilot house but she escaped and made her way to The Dalles. Next morning the Mary and Wasco were loaded with soldiers under Col. Wright and started for the Cascades where they met troops under Lt. Philip Sheridan to complete the rescue.

The Upper Columbia

In 1858 R.R. Thompson and Lawrence Coe built the R.R. Thompson at Deschutesville for river service above Celilo Falls. Those who have taken the river trip from Celilo to Lewiston know what courage it took to navigate for the first time the rapids at Squally Hook, John Day, Umatilla, Palouse and the narrow Snake. In 1865 the Col. Wright was dismantled, her work done and it was in July of the same year that Brigadier General George Wright went down with his wife in the sinking of the Brother Jonathan off Crescent City, Calif.

Discovery of Gold

Then gold was discovered in the early 1860's along Salmon River, at Auburn and this brought added burdens for the river. New and bigger boats had to be built. Capt. J. C. Ainsworth met the challenge by organizing the Oregon Steam Navigation Co. As fast as the miners came from Calif. by ocean steamer the O.S.N. was ready to carry them on to the mines. Boat builders laid new keels to the rhythmic music of caulking hammers and there was no busier place than The Dalles for here was the center of all boat activity. Boats were built at Celilo for the Lewiston run; at The Dalles for the middle river run. At Celilo the Okanogan was built in 1861; the Spray and Tenino in 1862; Nez Perce Chief in 1863 with the Kiyus and the Owyhee, Webfoot and Yakima in 1864. At The Dalles the Idaho in 1860; Iris and Oneonta in 1863. On the lower river the Belle, Carrie Ladd, Jennie Clark, Mountain Buck, Cascades, New World and Wilson G. Hunt aided with the rush to the mines.

Profits

The down river steamers brought the gold for shipment to San Francisco to the mint while up river went the supplies and men with an immense passenger traffic which thronged the docks. Figures kept by John S. Schenok, Dalles Agent for the O.S.N. show the up trips for the Col. Wright brought in from \$1570 to \$2625 in March of 1862; the Tenino April 9 \$1405; the Okanogan \$1020 to \$3540 and these sales represented tickets for one up trip only, for each boat mentioned. The down stream fares ran from \$1100 to \$4000 on each trip. Return from freight shipments were simply enormous the Tenino in one trip in May produced over \$18,000 in freight, fares, meals and baths. The Nez Perce Chief brought down \$382,000 in gold dust on its Oct. 29, 1863 trip.

Travelers

Upon arrival of the boats or portage train the streets of The Dalles thronged with people. Miners outfitted here; business was brisk; money came and went easily and the river was the source of it all. The Umatilla House was the stopping place for the miners for it was the civic center of The Dalles in those days. Everyone went to the Umatilla House if they wanted to find anyone else. In its spacious dining room the dancers gathered at the firemen's ball or other social festivities. In the lobby one could see the men who were making history, military officers, civil engineers, mining men, stockmen, newspapermen, captains, engineers, deckhands, they were all there and talk was lively and full of interest. No one ever went hungry for lack of means, if they were destitute Col. N.B. Sinnott and Major Daniel Handley bade them make the Umatilla House their home. These were the days when men played poker and chewed tobacco, but they paid their debts and were kind to the poor and tolerant.

Daisy Ainsworth

The Daisy Ainsworth marks a distinctive epoch in the lure of the river. She was one of the most luxurious boats that ever operated on the river. It was built by John Holland for the O.S.N. at The Dalles and in April 1873 when it was ready for launching all the townfolks thronged the river bank and cheered as she glided down the ways to bury her hull in the waiting waters. She was built for speed and her cabins were elegant with Brussel carpets on their floors and glittering chandeliers gave light and cheer. For 4 years she was the pride and joy of the river as she daily ran between

The Dalles and the Cascades with unbroken records for speed. The in November 1876 when Martin Spelling, pilot under Capt. John McNulty, was placed in command of the steamer and ordered to make a night trip to the Cascades with a load of cattle, while Capt. McNulty took the Idaho down with the mail and passengers. The night was dark and stormy but by midnight she was loaded and they took off into the blackness of the storm with the cargo of frightened cattle. They passed the bar at Cayuse rock, held to the Washington shore at Lyle, picked out the narrow channel at Memaloose Island where the pilot must know exactly where he is before he turns the wheel to the path of safety. But Spelling knew the way, dodged the Mosier rocks, made the tortuous 18 Mile Island channel. There were no lights on the river that inky black night as they cut through the storm. The only light he expected would be at the Upper Cascades. Blackness hid Wind Mountain. There was no beacon lights. The only way he could check his course was by sound of the whistle and the echo as it comes back allowed him to calculate his distance from shore. As the whistle cut into the blackness of the night the sound frightened the cattle and they became more frantic and surged to gain their freedom.

Ainsworth Wrecked

Upper Cascades was less than a mile away. Then something happened. Opinions differ, but it was said that the watchman in charge of the Upper Cascades warfboat, thinking the steamer would not arrive for some time yet, took his lantern and walked up the portage railroad track $\frac{1}{4}$ mile for a cup of coffee. He had left his light in direct line with a rocky ledge at the head of the rapids. Martin Spelling, seeing the light presumed it was on the warfboat and steered directly for it. Suddenly there was a crash and the steamer lay a helpless wreck. No lives were lost but most of the cattle were drowned. The blow that struck the Daisy Ainsworth struck Martin Spelling with equal force. From that fateful night his health and spirits went into rapid decline and in a few months his earthly career was ended. The doctors called it T.B. His friends called it a broken heart. Capt. Samuel Gill a few years ago said, "the whole plan was hazardous and one that had never been attempted before. I don't suppose there was a light on either shore of the river for 45 miles. How Spelling ever got as far as he did, I can't comprehend. It was a nasty morning and cold with wind and snow squalls. We had to wait until daylight to make out the location of the wreck or get the position of the boat."

Grain Trade

By the 1870's the mines gave out and the mineral cargo was replaced by wheat grown in the Walla Walla Valley, shipped by boat to Portland and by steamer to Europe. The Tenino, Almota and Annie Faxon handled the wheat cargos. Capt. James W. Troup, the 21 year old "boy captain" of the upper Columbia induced Capt. J. C. Ainsworth, Manager of the O.S.N.Co. to build a larger boat and he finally in 1878 authorized the construction of the Harvest Queen, 200 feet in length and with large carrying capacity and beautiful cabins and the youthful Capt. Trump in charge.

Boats and Boatmen of The Dalles

On the middle and lower river the building of the Wide West, R. R. Thompson and S. G. Reed in 1878 brought up the debateable question as to which was the finest boat? They were all the last word in fine boat architecture. On the upper river that same year there was added the D.S. Baker and John Gates. These fine boats made the trip from Portland to Lewis ton one of comfort and sheer delight all the way. The steamboatmen were polished gentlemen, skilled and daring navigators. The solemn-faced Capt. John Wolf of the S.G. Reed would bring the passengers to the Cascades where the R.R. Thompson, in charge of Capt. John McNulty would bring them to The Dalles where they could stay at the Umatilla House all night or entrain for Celilo and sleep aboard the Harvest Queen to be greeted next morning by Capt. Troup who would pilot them through Hell Gate, John Day Rapids, Squally Hook, Indian Rapids, Umatilla Rapids until late that night the Warf at Wallula would mark the end of the days trip; or those for Walla Walla would entrain for that city on the narrow guage railroad. Passengers for Lewiston would transfer to the John Gates or Almota. At Lewiston most of the townspeople would be at the warf when the boat came in. There is no form of transportation that compares with that wonderful boat trip.

With the building of the railroad there were more boats on the upper Columbia than business justified and from time to time they were brought down over Celilo Falls, Tumwater Rapids and the dalles narrows, from which the city takes its name, during high water in June. Capt. Thomas J. Stump in 1866 is credited with bringing the Okanogan over Celilo Falls and through the narrows to The Dalles. Other boats brought down over Celilo Falls were the Nez Perce Chief, Harvest Queen, D.S. Baker all of which were also taken over the rapids at the Cascades.

Barges

Wood barges played an important part in the lore of the river. The country east of The Dalles is woodless and in the early days boatmen built flat bottom barges, with a mast and sail. When the wind was from the west they would sail their cargoes of cordwood, taken from the forests along the river, to The Dalles. In the late '70's Joseph T. Peters organized and controlled the wood business. Some of those wood barges that Mr. Peters had built had the look of a sailing ship and when the wind was fair and the sail unfurled, the barge made a pretty sight as it sailed up the river. One called, Interstate had black port holes painted on the hull to resemble gunports. Barge men knew the river and every rock and eddy in it and many of them graduated to steam boat captains. It was a pleasant picture to see the R.R. Thompson and barge Interstate coming up the river abreast. The steamer was faster but it had to transact business at landings while the barge went steadily on with the wind. It was always a question which would reach The Dalles first.

of The Dalles-Portland-Astoria
Navigation Co., 1900-1917, which
daily made a roundtrip from Port-
land, leaving at 7 A.M. arriving
at The Dalles by 3 P.M. returning
to Portland by 7 P.M. Fare \$1.
each way which included the meal.
Note wood piled on beach, wood
scow, old horse rig, sail boat and
mode of dress in 1915. H. G. Mil-
ler photo. Fred Wilson collection.
W. H. McNeal owner.



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When the D.S. Baker was taken over the Cascades in June 1893 by Capt. Martineau to the lower river the last of the O.S.N. steamers was gone from the middle and upper Columbia. The railroad company withdrew from steamboating, as had been anticipated by the people of The Dalles. The Dalles and Portland Navigation Co. was then organized by Robert Mays, D.M. and J.W. French, Joseph T. Peters, Edward M. Williams, S.L. Brooks, B. F. Laughlin, Hugh Glenn, Wentworth Lord, Maximilian Vogt and others of like standing. The locks at the Cascades were not yet open. The organization of this boat company hastened the state of Oregon in building a portage road around the rapids. Two large boats were built, the Regulator at The Dalles to run from here to the Cascades; and the Dalles City built at Portland for the Cascades to Portland run. The company met with great success and brought large financial returns to these men who had faith in steamboating on the Columbia. The high water of 1894 stood at 59 feet at The Dalles. Miles of railroad track was washed away and railroad traffic suspended for 6 weeks and a harvest of profits rolled in for the steamboat men for they carried all the passengers, mail, express and fast freight that would have went by rail. The Regulator and Dalles City cleared \$38,000 for the company during the flood season.

Flood 1894

The railroad company was desperate to get a boat on the middle river to haul their traffic. They got Capt. Bailey to try to bring the Harvest Queen up over the roaring Cascades during the flood crest but the mighty river crashed her against the rocky shore with a hole in her hull. They next hired Capt. Martineau to try to bring the D.S. Baker up over the rapids. Long cables were attached to her windlass which together with every ounce of steam she could muster were not enough. The strain upon her was

terrific as she stood stationary amid the surging water, her timbers quivering in the valiant battle. But the river was too much and Capt. Martineau called from the pilot house, "It can't be done. No boat or man can turn this trick. I brought her down but she can't go back." No further attempts were made and the railroad company paid the boat company for carrying passengers, mail and express during the flood.

White Collar Line

The people of The Dalles took great pride and real pleasure in their home owned boat line and the river again took a predominant part in the commercial life of the town; excursions by boat were frequent and enjoyable. Employment was given to the home town folks. Quite a number of Dalles boys had their first business training as pursers on the Regulator or Dalles City, among them being Truman Butler, banker of Hood River; John Hampshire, afterwards treasurer of Wasco County; Frank French, later mayor of The Dalles; Edward M. Wingate, Dalles merchant and the writer (Fred W. Wilson). The Dalles and Portland Nav. Co. was sold to the White Collar Line with a handsome profit to the original organizers. The White Collar Line put the Bailey Gatzert on The Dalles run.

The Bailey Gatzert

This splendid steamer was built under the supervision of the ever reliable John Holland, at Seattle. The Bailey Gatzert was a stately steamer. Whatever has been said of the Wide West, R.R. Thompson and S.G. Reed applies equally to the Bailey Gatzert. In size, speed and beauty, as well as excellence of her dining service and cabin elegance; she takes her place on the roll among the best of all our splendid river steamers. When the Bailey Gatzert was launched John Holland's work was done. He built no more boats. With the coming of the Bailey Gatzert passenger travel on the river came back with a bound. A round trip was made each day, leaving Portland at 7 in the morning, reaching The Dalles at 3 and arriving back in Portland at 9:30 in the evening. The fare of \$1 attracted the travelling public and every trip the boat was crowded. Her schedule was maintained with exactitude of a railroad train and people of The Dalles could set their watches by her whistle as she rounded Crates Point below town. It was part of the days entertainment for the town folks to gather at the wharf, when the Bailey came in. Different captains were in command including F.H. Sherman, Chas. Alden, Sidney Schammon, Archie Geer. The business done by the Bailey attracted opposition from Capt. E.W. Spencer who built the Chas. R. Spencer and the rivalry soon became intense. The Spencer was in the same class as the Bailey for speed and each boat tried to reach the Cascades first, each day, so that the other would have to wait while the first was being locked through. The one that passed through the lock first would beat its rival to The Dalles. During one of the high waters Captain Geer took the Bailey over the rapids at the Cascades with 125 passengers aboard, a lifelong desire fulfilled and an incident that placed the Bailey with other boats which have shot the rapids.

The Dalles City

Sidney Schammon was the only captain on the Dalles City during its Dalles to Portland run. It was the Dalles City that made the local calls for settlers along the Columbia who awaited the blast of the whistle for their mail or freight or transportation to or from the trading centers. A flutter of a white flag brought the sound of the whistle and landing. Sometimes a row boat hastened out into mid-stream with a passenger and his carpet bag or to receive mail for a home hidden in the trees. Many of the river bank stops were for wood for fuel from the many wood piles along the river banks. The wood, in 4 foot lengths, was cast upon the deck by the crew and trucked to storage near the fireman who threw it into the roaring furnace at short intervals. At other landing the Dalles City took on livestock and their resistance to being put aboard was always exciting to passengers. There was always a card game going on at the round card table in the men's quarters. A waiter was generally on hand between meals to play an accordion for enjoyment of tired passengers. The trip was always beautiful, regardless of which boat or weather conditions.

Columbia River Steam Boats

The Marine History of Oregon says the Columbia river steam boats were all built very much alike, with paddle wheel behind; a level main deck for the boiler which was up forward, close to the cordwood fuel. In later days they burned oil but in the cordwood days they burned a cord an hour which made the fireman's job a very hot, hard job. Steam pipes ran from the boiler to cylinders of the engines astern, where massive cranks and connecting rods manipulated the stern wheel which drew about 18 inches of water to propel the boat. Above the main deck was the saloon deck for passengers. A few staterooms were generally on this deck for passengers as were the spacious attractive dining rooms. The Bailey Gatzert and Daisy Ainsworth were among the most lavishly furnished boats on the river and were often referred to as "floating palaces." Food was excellent and reasonably priced. The pilot house on top was where the wheel for steering the boat was connected with chains to the rudder, back of the paddle wheel. The Captain or First Mate were generally responsible for the safety of the vessel, cargo and passengers and he instructed the pilot as to the course of the vessel.

Steamboat Captains were generally men with a strong arm and capable of making quick decisions. They could generally swear fluently and in more than one language. They were drinkers of hard liquor but they were fine men, as a general rule. Their jobs were not pleasant, especially in foggy or stormy weather or during unavoidable delays.

Captains on the Upper River

Some of these captains on the upper river from Celilo east were: J.O. Van Bergen, E.W. Buchanan, Dan. Boughman, Leonard White, Thomas Stump who died at the wheel near Wallula, Eugene Coe, DeWitt VanPelt, J.H.D. Gray, Wm.P. Gray, James T. Gray, Albert Gray, Geo.F. Sampson, J.C. Ainsworth, C.C. Felton, John McNulty, J.D. Miller, Sabastan E. Miller, J.O. VanBergen, John H. Wolfe, Earnest W. Spencer, James W. Troup, John Stump, Geo. Gore, Arthur Riggs, J.E. Aikens, Stewart Winslow, Cy Smith.

Some of the Upper River boats they served on were: James P. Flint, Mary, Hassalo, Wasco, Col. Geo. Wright, all of 1859; later the Phoenix, Clinton(60), Cayuse(63), Spokane, Yakima, Twin Cities, Inland Empire, Lewiston, Harvest Queen, Mountain Queen and Shoshone. The Col. Geo. Wright was built by Capt. Lawrence Coe and Capt. R.R. Thompson at Deschutesville in 1859. It was 110 feet long with a 21 foot beam and drew 5 feet of water. Its first trip was to Wallula(1859). It went up one day and back the next. Next year(1860)it made regular trips up the Snake to the Paluse river with military supplies for Ft. Colville. Its last run was in 1865. Capt. Leonard White was her master, 1860.

Captains on the Middle River

Some of the river boat Captains on the Middle River from The Dalles to the Cascades and later, after the locks were finished(1896)from The Dalles to Portland: Clark Sprague, E.F. Coe, H.C. Coe, L.A. Bailey, Sam Colson, Willis Snow, Frank Smith, Thomas Stump, Samuel Holmes, Sabastan E. Miller, Wm.P. Gray, E.W. Baughman, Lennard White, Fred Wilson(1878)Chas.E. Filton, E.W. Buchanan(76), Geo. F. Sampson(76), Geo. Gore(76), J.W. Troup(83), DeWitt VanPelt(83), J.T. Apperson, John Wolf, Isaac McFarland(72), A.P. Ankney, James G. Gray, -once worked 114 hours on Lurline without sleep, N.B. Ingalls, Tom White, Dan O'Niell, Geo. Pease, Joseph Kelley, J.C. Ainsworth, Alex Murray, A.F. Hughes, Chas. Bennett, R.R. Thompson, John McClosky, P.H. Sherman, Chas. Alden, Sidney Scammon, Archie Geer, Geo. Waud, E.W. Spencer, John H. McNaulty, Chas. McNaulty, Arthur Riggs, Stewart Winslow, J.O. VanBergen, C.G. Felton, J.E. Aikens, Richard Hoyt, Tom Wright, S.G. Reed, Ben Stark, J.C. Graham,, Chas. Sweitzer, Edwin Sullivan, W.H. Haile.

Boats on the Middle River

Daisy Ainsworth 76, Alamoto 76, Annie Faxon 79, Allen 51, Bonita, Belle 63, D.S. Baker 69, Bailey Gatzert(1891-1915), Beaver of Hudson Bay 1840, Black Hawk 50, Barrel Boat 51, E.D. Baker, Col. Geo. Wright. 65, Cascadilla 60, Clinton 60, Carrie Ladd 60, Canermah 60, Columbia 70, Canemath 78, Dalles City(1891-1915), Elk, Eagle 79, Enterprise 55, Express 60, Fashion, Flint 51, Game Cock, Gazelle 50, John Gates, Geo.L. Simons 1910, Gov. Grover 70, Wm. Hunt 60, Hoosier 60, Emma Hayward 71, Hassalo 57, 2nd Hassalo still exists, O.W. Hill 60, Harvest Queen 78, Independence, Iris 60, Idaho 60, Inland Empire 78, Jennie Clark 63, Julia, Kiyus 63, Peter Kerr 79, Lurline-pilot house blew off in a gale of 79, Lot Whitcomb-lower river, Little Columbia 48, Lewiston, Mulnomah, Mt. Buck 60, Mary 59, Mountaineer, upper river 58, Mountain Queen 77, Northwest 79, New Tenino 79, Nez Perce 63, New World 63, Oneonta 63, Owyhee 64, Okanagan, also upper river 61, Onward 79, Portland, lower river 60, T.J. Potter 79, Rival 62, Relief 65, Reliance 65, S.J. Reed a very beautiful boat 78, R.R. Thompson 78, Regulator(1891-1915), R.R. Spencer(1891-1917), Spokane, upper river gunboat of 1878, Spray 62, Senorita, named for Dalles Mexican women 1857, Shoshone, Snake river 62, Stag Hound, Success 78, Suprise 65, Dixie Thompson 70's, Twin Cities, Tenino 62, Tahoma(1890-1916), Telephone 1890, Teaser Gov. Moody's boat in opposition to the O.S.N. 1878, J.N. Teal(1890-1917), Union, Undine 90, Wasco 54, West Side, very beautiful 78, Wheeler, Yakima 64.

Some of the above boats were built on the upper river where they operated for a time, then served on the middle river and still later on the lower river. There may be a few lower river boats credited to the middle river. The point is, there were just a lot of steamboats operating on the lower, middle and upper Columbia river in the 1860's and 1870's to the coming of the railroad in 1883, as the above names and dates indicate; and a lot of fine men who followed the river as an occupation.

The "banner year" for the Oregon Steam Navigation Co. was 1862 when they just couldn't take care of the business offered. They worked double crews on their boats, double crews at the portages and still the express wagons had to remain in line DAY & NIGHT for months, in Portland, to get to the docks. Gold shipped that year was valued at \$2,483,095(\$10,000,000 1952). They hauled 24,000 passengers and 14,000 ton freight. In 1863 22,000 passengers and 1864 36,000 passengers at \$8 fare from Portland to The Dalles!

The Shoshone's Trip Through Hell Canyon

Of all the thrilling steamboat stories of the west, that of the Snake river steamer Shoshone shooting the rapids down through Hells Canyon of the Snake River, is the most thrilling of all!

The river steamer Shoshone was built near Hunington, Oregon, on the Snake river, during the gold rush days of 1866, in the Idaho mines. The lumber for the boat, engines and boilers were all taken by boat to Umatilla for transportation by wagons to Hunington. It was a very costly run, in those days, from Farewell Bend (Hunington) to the mouth of the Owyhee river, and teamsters could save 2 days by meeting the boat at Owyhee, on the trip between Silver City and Boise, then a part of Wasco county! It worked out all right for about 4 years until the Union Pacific railroad built their lines into Kelton, Utah, around the north end of Great Salt Lake near Promontory Point. Then Boise merchants went to Kelton for supplies rather than to the Columbia river at Umatilla. That broke the Shoshone trade and it was tied up at Farewell Bend (Hunington). O.S.N. officials wanted the boat brought down to Lewiston, Idaho where it could be used in the lower Snake river trade. Capt. Thomas Stump, one of the finest Captains the O.S.N. had, said, "It couldn't be brought down through Hells Canyon!" But Captain J.C. Ainsworth, General Manager of the O.S.N. knew that Captain Sabastan Miller had piloted river boats between Oregon City and Eugene, on the Willamette, when no other Captain had ever did so; so he offered Captain Miller \$2000 to bring the Shoshone down to Lewiston or wreck her in the attempt! "Captain Miller chose James Gallaher as engineer and Sam Owens as Mate, John Smith as fireman and W.S. Hodges as one of the 3 deck hands," said Capt. W.P. Gray (1925).

Hell Canyon

Captain Cy Smith had (1870) taken the Shoshone down to Lime Point, 150 miles below Boise, where he turned it over to Capt. Sabastan Miller and engineer Daniel E. Buchanan and a crew of 5, according to Capt. Smith. The 100 miles of Hell Canyon is 1000 feet deeper than the Grand Canyon of the Colorado river! and the waters were reported by miners to be just as turbulent and treacherous. No boat of any size had ever been down the Snake river through Hells Canyon! No man or beast had ever been able to even walk down through there on account of the perpendicular walls of the canyon! These 7 men therefore didn't know whether it was possible to get out of the canyon even if they wrecked the boat! Hell Canyon was just a hell of a good place to stay out of! - was about all the information they could get.

The First Wreck

With no time to calk seams, they threw on 10' cord of wood at \$8 a cord, started the deck pumps and shoved off into the high April waters of the Snake. The planking swelled and closed the gaps and by April 20 they ran her over Copper Ledge Falls, with engines backing for steerage control; but the eddies and whirlpools turned them around 3-times in 200 feet and plunged them over a 15 foot falls which left the front end down and the paddle wheel out of water and engine just racing. After losing 8 foot of the bow they finally went over the falls but wrecked the paddle wheel and rudder! They spent the next day repairing the bow and paddle wheel and rudder. By 9 A.M. of the 3rd day they were ready to steam further down the unexplored Snake river!

Rapids Rough

They passed through several rapids and whirl pools, which washed the deck and drove the fireman from the hold! They stopped at noon at a clump of trees to cut wood for fuel, losing 2 hours. More bad whirlpools washed their deck and made the fireman leave the hold! The walls of the river canyon were straight up and down! The river noise drowned out all other noises! The river was so rough that the pilot house buckled sufficiently to ring the engineer's gongs so that he had to be doubly careful about signals. They tied up that evening and made repairs to the paddle wheel.

Took Steamboat Through Hell

On the morning of the 23rd they travelled only about 3 hours when strong headwinds prevented keeping the boat in the proper channel! On the 24th they made 10 miles and tied up for more fuel. On the 26th they had 3 hours of "good water". Then a series of short bends made ticklish going! It was so swift that with engines backing they made 6 miles in 20 minutes! By 4 P.M. they reached the mouth of the Grande Ronde river and knew the worst was over! At 7 the next morning they shot the Wild Goose Rapids and made Lewiston by 9 A.M., and when the city came in sight Captain Miller hollered through the speaking tube to Buchanan and said, "I say Buck, if the O.S.N. wants a couple of men to take a steamboat through hell, they would probably send for you and me!"

At that time the Hell Canyon section of the Snake river had not been given that name, so these two men actually did take the boat through hell. It's never been accomplished since! The boat was pretty well chewed up by rocks and the lower gards were gone but it was serviceable and ran several years between The Dalles and the Cascades as a cattle boat. Miller brought the boat down over Celilo Falls and The Dalles Rapids to The Dalles for repairs. Later it ran into a snag near Salem, on the Willamette and sank a total loss.

Shooting the Cascade Rapids

Some of the boats which have shot the rapids at Cascade Locks before the canal of 1896 were: the Bailey Gatzert with 125 passengers June 20, 1917 with Capt. A. Geer at the wheel; the D.S. Baker June 26, 1893; the Wasco June 15, 1889; the Gold Dust May 26, 1888; the Mountain Queen May 25, 1884; the Elvina July 6, 1882; the R.R. Thompson June 7, 1882. The canal was flooded when the Bailey shot the rapids in 1917. Shooting The Dalles Rapids was more thrilling than at the Cascades.

Down the Columbia River in 1862

This item was published in the Times-Mountaineer by Capt. John Mullen, builder(1853) of the military and emigrant road from Walla Walla through Mullen Pass in the Rockies, now used by highway 10 and the Northern Pacific railroad, to Fort Benton on the Missouri river near Great Falls, Mont., a distance of 624 miles for a northern route east in place of the Old Oregon Trail.

The mode of travel from Walla Walla to the Columbia river in 1862 is by daily stage, a journey of 6 hours at a cost of \$5., where you take steamers for Celilo. At Wallula (on the Columbia) one is pleased with the commercial character which this point is fast assuming. Freight is strewn along the levee for half a mile and everything has a prosperous future. Wallula has many advantages as a commercial point. We took passage on the steamer Tenino and in 8 hours were landed at Celilo, a point 2 miles below Deschutes Landing (Deschutesville), where the Oregon Steam Navigation Co. have already formed the nucleus of a thriving village. The freshets of the past season has strewn the banks of the Columbia with cord wood in abundance. It commands \$10 a cord. The John Day Wood Yard is the chief depot for fuel. (Located near the mouth of the John Day river).

We saw 2 steamers building, one already launched, owned by Capt. Wm. Gray, at Celilo; the other of larger dimensions. The fare from Wallula to Celilo is \$10. River steamer competition has reduced the fare from The Dalles to Portland to \$1. A ride of 3 hours (by stagecoach) brings us to The Dalles, which point is showing visible signs of improvement and increasing trade with the mines of John Day and Powder rivers. It is destined to make a point of commercial import. The O.S.N.Co. has resumed work of grading and ballasting and it is the desire of the company to have the first cars running by the first of May 1863, on The Dalles to Celilo railroad. The road bed is prepared for some 5 or 6 miles out from The Dalles and iron track is laid for $\frac{1}{2}$ mile.

The portage at the Cascades (the Oregon side of Columbia) now takes but a brief half hour on cars without danger. An extra dollar is charged, though if you prefer you can walk in nearly the same time free of cost. A run of 7 hours from there brings us to Portland. I fear from the present appearance of Vancouver, that all chances of commercial rivalry with Portland have been banished. The large crowd that assembles on the Portland wharf, on the arrival of the steamer from The Dalles, is a barometer of the interest felt in the development of the upper country. The establishment of a branch mint at The Dalles or Portland, is daily becoming a subject of commercial necessity. The great bulk of gold must flow to The Dalles,--the GOLDEN GATE OF THE UPPER COLUMBIA.

Boats of the 1890 to 1917 Period

The Dalles--Portland--Astoria Navigation Co. was established in 1890 as the best known of the Columbia river transportation companies, following the Oregon Steam Navigation Co. and operated up to the completion of the Columbia river highway in 1920. The owners were Dalles business men, with Hugh Glenn, President, M.T. Nolan, Vice-President, C.E. Phillips, Secretary and directors: H. Glenn, M.T. Nolan, Joe Peters, S.L. Brooks, E.M. Williams, J. P. McInerney and L.E. Crowe. Their general agent here at The Dalles was Walter C. Allaway who entered the transportation service with the Fort Scott and Gulf railroad at Baker Springs, Kan. in 1876. He came to Oregon in 1884 as agent and dispatcher for the O.R. & N Co. at Baker, Pendleton, The Dalles and Troutdale. In 1892 he became the agent and general manager for the D.P.A.N.Co. here and continued in that capacity until they sold out to the White Collar Line about 1914. Mrs. Belle (McNeal) Allaway was a sister of this writer's grandfather Wm.E. McNeal, who cut and sold cordwood fuel to the boat companies, during that period of time.

The D.P.A.N.Co. operated the Bailey Gatzert who had several captains, as Judge Wilson has explained in his excellent article on page 128; the Dalles City whose only captain was Sidney Schammon; the Regulator on which captains Orrin Waud and C.M. Alden served and the Metlako. The Bailey Gatzert in one year took in \$52,000 which was about as well as any of the old O.S.N. boats ever did in any one year! It left the Alder street dock in Portland every morning at 7, arrived in The Dalles at 3, returning to Portland that afternoon and evening for arrival there at 9:45, a long 12 hour day. The fare was a dollar each way, except on excursions when it was \$1.50 a roundtrip. Passengers could come up by boat and return by rail for \$3.55. Its stops were Vancouver, Cascades, Carson, Stevenson, White Salmon, Hood River and The Dalles, with flag stops at Lyle.

The slower freight-passenger schedule of the Dalles City and Regulator included Vancouver* Ellsworth* Washougal* Fishers* Stotts, Corbett, Mt. Pleasant* Cape Horn* Butter* McGowan's cannery, Warrendale, Hamilton* Bonneville, Moffatts* Cascades, Stevenson* Carson* Collins Landing* 13 Mile Point* Cooks Landing* Viento, Drano* Mitchell Point, Menominee, Calligan* Underwood* White Salmon* Hood River, Stanley, Bingen* Mosier, Brooks* Upper Mosier (Chatfield), Hewitts (Wn*), Husbands, Or., Rowena, Lyle* Crates, The Dalles. (*) Washington towns or landings).

The Dalles Transportation Co. operated the Chas. R. Spencer, with Capt. E.W. Spencer in charge. The Spencer was just as speedy as the Bailey Gatzert for excursion trips but followed the slower all day schedule for freight revenue purposes. It operated from about 1896 to 1914.

The White Star Line of this same period operated the Ione and other boats. The Mid-Columbia Transportation Co. from 1907 to 1911 operated the Geo.W. Simons and Tahoma during S.P. & S. railroad construction days on the north bank of the Columbia river.

The Scenic Columbia River

The ads and folders put out by The Dalles-Portland-Astoria Navigation Co. for excursions trips up the Columbia river from Portland to The Dalles and return (1898-1917) used to say, "The Columbia river scenery between Portland and The Dalles is unsurpassed by any scenery in the world! It exceeds that of the Rhine in Germany, the Hudson in New York or St. Lawrence of Canada. The classic domes and stately castles, mighty battlements tower above the river, - a story of centuries, lending inspiration to everyone. Down the Willamette from Portland, the world's lumber shipping center, wheat and flour mills, harbor and lighthouse at the confluence of the Columbia; then east, with Mt. Hood dominating the landscape; past islands, rock quarries and the towns of Washougal and Camas to the Columbia river gorge; Rooster Rock, Cape Horn with its chiseled columns rising hundreds of feet (2500). Then past Multnomah Falls with their drop of 840 feet; past the canneries and fish wheels to be seen on either side of the river catching salmon; the Castle Rock Pillar of the Bridge of the Gods and thru the rapids to Cascade Locks, which raised the boat 24 feet. Leaving the locks there is Wind Mountain on the north and Shell Rock Mountain on the south. Hood River with its world famous apples and fine strawberries. Mam-a-loose Island, burial place of Victor Trevitt. Neither space nor word will convey the beauty of the trip, - that you must come and see!" A more detailed listing of the points of interest:

Portland waterfront, University Park, St. Johns, Linnton, the Lighthouse, Vancouver, the brickyard, Ellsworth, Wn., Biddles, Government Island, Thompsons, Remingtons, Hoods, Stone Quarrie, Ladie's Island, Stotts, Camas, Wn., Washougal, Wn., Reeds Island, Tunnel, Rooster Rock, Wn., Mt. Pleasant, Wn., Latorelle Falls, Cape Horn, Wn., Lone Rock, Bridel Viel Falls, Mist Falls, Prundies, Gordon Falls, Multnomah Falls, Oreonta Gorge, Freeze, Butlers, Horse Tail Falls, Linstrums, McGowans Cannery, Castle Rock, Wn., Columbia Beach, Mosquito Island, Warrendale, Hamilton, Bonneville, Old Garrison, Wn., Old Portage, Wn., Garrison Rapids, Moffets Hot Springs, Bradford Island, Middle Landing, Squaw Island, Sheridan Point, Cascade Locks, the Blockhouse, Stevenson, Nelson Creek, Carson, Wn., St. Martin's Hot Springs, Wn., Wind Mt, Wn., 13 Mile Point, Cooks Landing, Wn., Viento, Drano, Wn., McClay's Mill, Owl Rock, Underwood, Wn., White Salmon, Wn., Hood River, Stanleys, Bingen, Wn., 18 Mile Island, Straights, Brooks, Wn., Mosier, Upper Mosier, Rowlands, Memaloose Island, Squaw Rock (outline of Sacajawea on Klickitat Hills at Lyle), McClure's Landing, Lyle, Wn., Rowena, Crates Point, The Dalles.

The Battleship Oregon

This 1898 relic of the Spanish-American War was (1925) berthed in Portland after it was taken out of commission, following World War I. It was built in 1893 and decommissioned in 1919 and preserved as a historical shrine in Portland harbor. In 1942 it was scrapped for the metal and during WW2 was towed to Guam where the hull is at anchor on coral reefs. In 1898 it made the 15,000 mile 72 day run around Cape Horn to Manila where it participated in the battle of Santiago defeating Admiral Cervera's flagship and turning the Spanish war in our favor. Other American ships may have won that war but the Oregon's 15,000 mile trip around the Horn demonstrated to the American people the need for the Panama Canal, which was started around 1900 and finished in 1915 in time for WW I. (The writer of this history was a member of the decommission crew of the Oregon in 1919, the Bulldog of the Navy).

The Dalles Ferry

In 1854 Wasco County authorized Orlando Humason to operate ferries here and on the Snake river in Idaho. He probably never personally operated either of them, but sold the licenses.

In 1859 The Dalles Ferry was owned and operated by James Herman and John Golden, founder of Goldendale, Wash. was credited with being his FIRST passenger. Before that Indians canoed any travelers across the river or they swam their horses. The soldiers during the Yakima Indian War of 1856 swam the river and rowed their supplies across in dugouts, rafts, canoes and boats. Some of those military rafts, with sails and oars, might be considered "the first ferry here". The charter granted Dalles City, by the Oregon legislature (1857) authorized the city to build a bridge across the Columbia and or to own and operate a ferry here.

The Dalles directory of 1863 (Portland and Salem libraries) shows J.B. Dickerson operating the ferry at the Dalles, as a sort of a scow with sails and oars. It probably didn't make more than one trip per day, in good weather.

Capt. A.J. Price, former operator of The Dalles steam ferry Western Queen, now living at North Bonneville, Wn., says, "The Dalles Ferry Co. was organized in 1879 and they built the steam ferry Western Queen." It burned 4-foot cordwood.

The Dalles directory of 1883 at The Dalles library shows The Dalles ferry owned by the Rockland Ferry Co. with T.M. Mouritzen, proprietor. The Dalles directories of 1898 and 1901, saved by John Gavin, shows The Dalles and Rockland ferry Western Queen owned by J.W. Curtiss.

A.J. Price says that in 1905 the owners were A.H. Curtiss, Bill Brune, Joe Peters, L.W. Curtiss. In 1908 L.W. Curtiss bought the others out for \$8000. Dalles City could have acquired the ferry at that time for that price, operated it, taken the profits and put them in a sinking fund for the bridge they were authorized to build, if Dalles City had had the proper leaders. In 1914 Curtiss sold to W.P. Reed. In 1917 Reed sold to Fred Smith and Fred sold to C.T. Smith.

In 1948 Wasco County paid \$300,000 for an \$8000 ferry! (1908 value).

In 1953 Wasco County will bond for \$3,000,000 to build the bridge that Dalles City could have paid for in profits from the \$8000 ferry of 1908--45 years ago!

Other Important River Historical Events

The "Gunboat" Spokane, a stern Wheeler of the O.S.N. Co., was hired by military authorities at a fee of \$1500 a day, to patrol the upper Columbia river in 1872, between the Deschutes and Wallula, to keep the Bannock and Piute Indians, who were on the war-path in Central Oregon, from crossing the Columbia river and joining the Indians on that side under Chief Moses and his powerful Yakima tribe, who was still smarting from their defeat of 1856 and willing to take to the warpath again 3500 strong. Wherever the Spokane saw any Indian canoes, on the south bank of the Columbia, the soldiers opened fire with their small cannon, which made lots of noise, and rifles; landed once or twice to destroy canoes and prevented a union of tribes. Maj. John Cress of the 4th U.S. Artillery was in command of the troops and volunteers "aboard the gunboat Spokane" the only "gunboat" the army had in the west.

Pontoon Bridge Across Columbia

At Rufus, during World War 2, government Army engineers, built several pontoon bridges across the Columbia river to give troops practice in bridging the Rhine river in Germany before the invasion.

Celilo Canal

The Celilo Canal dedication ceremonies were held at Big Eddy May 15, 1915 in celebration of the completion of that 8½ mile key connection which opened the Columbia river for navigation between Astoria and Lewiston, Idaho. Very few boats passed through the canal up to the Great Depression of the 1930's, but its existence kept freight rates DOWN saving the farmers and people of the Inland Empire millions of dollars in freight bills. When freight rates did increase in the late 1920's, boats once again made use of the canal, first the old stern wheel steamers which brought down sacked wheat. One was wrecked at Crates Point by wind and waves. These were followed by the barge service we are all so familiar with today. The opening of the Celilo canal was of equal importance with the opening of the Cascade Locks canal in 1896 which allowed boats to come on up to The Dalles. The Celilo canal cost about \$5,000,000 and saved the people 10 times that in low freight rates. The last stern paddle-wheel steamer The Dalles passed through the canal in 1935. Its capacity was only 400 ton.

Bonneville Dam Locks

On June 9, 1938, upon completion of the big SEA LOCKS in Bonneville Dam, the ocean-going freighter Charles L. Wheeler, sailed up the Columbia river from San Francisco, through the big marine locks in Bonneville Dam to The Dalles where it tied up to the Port of The Dalles docks and discharged a cargo of merchandise on the local warves 200 miles inland from the ocean! It was greeted here by a big celebration and 10,000 people! That date marked the first voyage of an ocean vessel to The Dalles, except for fishing boats.

The Wheeler was accompanied on that memorial trip by the U.S. Army Engineers' survey boat Light-house and the U.S. Coast Guard tender Rhododendron, two other ocean-going boats. The river steamers Cascades, Lake Bonneville, The Dalles, Melville and tug Inland Chief also made the trip. The big celebration was sponsored by W. S. "Tugboat" Nelson, Manager of The Dalles Chamber of Commerce, with the backing of that body and the support of local merchants. Regular service by ocean-going vessels had to await the completion of a 24 foot channel between Vancouver and Bonneville. Much of the present channel is only 9 feet. Each year the government is doing more dredging \$630,000 being appropriated this last year.

The Dalles An Inland Seaport

October 9, 1942 marks the date when The Dalles became an Inland Seaport with regular service for ocean-going barges. On that date Captain A. Lepaluoto of the Inland Navigation Co. brought the FIRST ocean-going barge of 500,000 gallons of gasoline to the oil dock of the Port of The Dalles; and has since made regular repeat barge service to the 3,000,000 gallon "oil farm" at The Dalles where the loads are transferred (pumped) to tanks and later reloaded in smaller barges for the Pasco "oil farm" and other upper river points. Pasco stores 3,000,000 and Umatilla 6,000,000 gallons.

Barge Service

The old stern-wheel steamers couldn't haul enough to make any money at low rates. The barges could haul much greater loads, so by 1950 100 barges had replaced the old steamers and they were propelled by 25 powerful tugs. Petroleum products make up the main cargo which passes through The Dalles to Umatilla, Attalia and Pasco, Wn. Some of the barges can bring wheat back down the river making the business for profitable for their owners and saving wheat farmers money in freight rates, from Pasco, Attalia, Umatilla and Arlington as well as other shipping points.

In 1937 Kirk Thompson of Spokane, founder of the Tidewater Transportation Co., came to The Dalles with his tug Mary Gail and one barge, to make barge history, with that first load of gasoline. Capt. A. Lepaluoto of Grays Harbor had come here in 1933 to organize the upper Columbia River Towing Co. but he had to await the channel dredging which started in 1935 and was completed in 1937, when he started in with his tugs Ostrander and Mystic. The Columbia River Towing Co. consolidated with the Inland Navigation Co. of Seattle and Portland and built the Inland Chief, a self-propelled tug-tanker, 1000 ton capacity. First barges of 1940 rated from 300,000 to ½ million gallons, propelled by the Keith, a 2000 HP tug; then the Winquatt of 4000 HP. In 1940 he organized the River Terminals shipyard. They built the Inland Chief, L.H. Coolidge, Frances and Nez Perce, and 100 other tugs on the river. Traffic through the Celilo Canal "bottleneck" has risen from 139,535 tons in 1939 to 912,582 tons in 1949! Tug crews work two 6 hour shifts (12 hours) out of every 24 and its just as hard for them to see in a Columbia river fog as it is for you. The Upper Columbia river channel varies from 100 to 150 feet in width. A barge is 40 feet wide and when a 50 mile an hour wind pushes against it that channel don't look wide enough for tug boat captains. The Dalles and John Day Dams will help navigation.

PONY EXPRESS

The Pony Express and Stage Coach chapter in the history of old Wasco county is one of the most interesting and romantic bits of our 100 years of history. Very little research has been did in this field and comparatively few article have been written. The only difference between the Pony Express or mule express and stage or freight wagon express was the means of conveyance.

FIRST MAILS TO OREGON

The first mails brought into the Oregon country was by boat for the Hudson Bay Co. and the missionaries, trappers or early settlers. The Oregonian of Jan. 8, 1905 said the first 6 sacks of mail from N.Y. to Oregon, via San Francisco and Astoria, was hauled in the bark Sequin, in charge of Capt. Z.C. Norton in 1847; and the first Oregon post office was established at Astoria that year. Capt. Norton was the Express representative for Todd & Co. The Oregon Postmaster General at that time was W.G. T'Vault who recieved his appointment from the Oregon Provincial legislature. His rates for 1 sheet of paper for 30 miles was 15¢; 30 to 80 miles 25¢; 80 to 200 miles 50¢; newspapers 4¢ each. He established post offices at Astoria, Vancouver, Oregon City, Champoege, Salem and Dallas. There was no money to pay postmasters with in those days. Mail was brought by boat from Astoria to Oregon City and the first Pony Express routes were out of Oregon City to the above named Wilamette valley post offices. By June 1850 the Pacific Mail steamship Caroline made a trip up the Columbia as did later the SS Oregon. By 1851 the mail boats were reaching Portland, Milwaukee and Oregon City.

In 1851 Capt. Nathaniel Coe, an 1812 War Veteran who later filed on a donation land claim at Hood River, was appointed the government Postal Agent for Oregon and let contracts for Pony Express and Mail service as well as boat service; established new post offices and approved existing offices in Oregon and Washington. He appointed Wm. Gibson as the first postmaster at The Dalles and let the contract to Justin Chenowith to bring the mail from the Cascades to The Dalles by sail boat.

Todd & Co. Express, operated by Alex H. Todd (1851), as stated above, was the first to serve Oregon. He admitted L.W. Newell to partnership and in Oct. 1851 sold to Newell & Co. (a branch of Adams Express) and went out of business in 1855. In southern Oregon (1851) Joseph Gregory (Gregory & Co.) operated south from the Oregon mines. In 1852 Dugan & Co. established an express line between Portland and the southern Oregon mines where he connected with Newell for service to Calif. with A.B. Stuart their messenger. In 1853 Dugan sold to Crane, Rodgers & Co. (a branch of Adams Express) and went broke in 1855. Crane-Rodgers sold to Wells Fargo, who appeared in Portland in 1852, upon the failure of Adams Express. They sold to Tracy & Co. in 1859. E.W. Tracy and Edw. Norton were figureheads for Wells Fargo who later operated all Tracy lines and holdings (1860) with E.W. Tracy their agent. There were no banks then and Wells Fargo was the medium of exchange which carried the gold. In 1854 A.B. Stuart operated an Express line service to The Dalles but the Indian troubles of 1855-56 prevented their branching out. Wells Fargo took over their business in 1856 when they dominated the entire field. In 1857 the American Express Co. appeared in Portland. Wells Fargo letter rate was 50¢ each; gold rate was 5% of weight.

WELLS FARGO

Wells Fargo was the biggest and most widely known of all the Express companies. It was first established in N.Y. (1840) and incorporated in 1852 opening offices in San Francisco and a year or so later they appear in Portland and as early as 1856 were in The Dalles and operated out of here, first by mule and horses to the mines and then by stage coach and remained in the field until the coming of the railroads in 1883. It is interesting to note that when the Union Pacific built west to Ogden in 1869 they had their own express company called the "Union Express Co." but Wells Fargo directors soon raised the necessary funds to "consolidate" the two companies under the Wells Fargo name. Henry Wells and Johnson Livingston and Wm. Fargo were the pioneer expressmen behind this powerful company.

PONY EXPRESS SERVICES

Scott's History of Oregon says the first Pony Express (pack train) service (page 183) was established from The Dalles to Ft. Boise as early as 1850; and in 1851 Newell & Co. and Adams & Co. advertised express service (pack train) from The Dalles to all points in eastern Oregon. Their ads appeared in the Dec. 1, 1852, Mar. 26, 1853 and July 9, 1853 papers. The Dictionary of Oregon History by Leland Gilbert stated the eastern Oregon mining camps were served in 1852 to 1854 by Todd & Co. Express; that the Stewart Express operated riders from Vancouver to the Cascades; The Dalles to Colville mines (1855); Portland to The Dalles 1856

Mr. Edwin R. Payne

Mr. Edwin R. Payne, stamp and cover collector of Salem, Ore. explains an Express Company "Frank": A Frank is either a hand stamped or printed impression on a U.S. government stamped envelope, used by early Express companies, showing the express fees had been paid for carrying the envelope and generally contained the word PAID on the face of the envelope. The Frank was hand stamped on an envelope before 1853 and by law was placed on stamped government envelopes after 1853, if carried by Express companies; they were required to have postage on each envelope whether they were ever handled by the postal service or not. Mail originating on one express line would be carried by another. This was the system used on by all Express companies out of The Dalles and elsewhere. Wells Fargo bought government stamped envelopes and printed their own Frank on them and much of their mail was delivered by the postal service. The Hastings Express Co. (1855-56) had a galloping pony as part of their Frank on letter between Portland and the Cascades, or to The Dalles.

PONY & PACK HORSE EXPRESS

Mr. Ed. Payne, Salem post office clerk, stamp and cover collector furnished the names of the following Express companies in Oregon between 1850 and 1860, whose Franked covers are wanted by collectors: Buchanan & Co.; Brent & Nelson; Edgar's Canyon City Express; Enright's Boise Express; Jones Express and Jones & Edgars; C.M. Lockwood Express; Ish & Bailey; McBeans Granite Creek Express; Rundell & Co.; Rundell & Jones; Stoner & Scott and Wells Fargo. Some of these operated in eastern Oregon then a part of old Wasco County. There was also Edgar & Burke; Greathouse & Co.; Ish & Carr; Military Letter Exp.; Northern Pacific Express; Pacific Stage Co.; Shepherd & Cooper; Scofield & Co. Wilson & Co. The names of these last 9 companies was supplied by Art Ferrel, R.4, Boise, Idaho another collector.

Wasco County Pony Express Period(1851-1864)

The early pack trains, saddle trains, pony express, camel express etc. existed prior to the building of roads into the mining areas of old Wasco county. Roads fit to operate stages and freight wagons over with any degree of safety and dependability didn't seem to appear much before 1864; so we can safely credit the period from 1851 to 1864 as the Pony Express and Pack Train period in early Wasco County history. The pack and saddle trains came first. They contained anywhere up to 50 horses or mules. The pack trains carried the freight to the mines after river boats brought it as far up the Columbia as the "taking off point" required. A good pack animal could easily carry up to 200 pounds of food, flour, feed or freight items, tied and bound to their saddles; and such an animal was worth up to \$500. The saddle trains carried the passengers or miners who didn't want to walk all the way to the mines. Miners soon found out, after the boat got into The Dalles, how long it would be until the next pack train was leaving for the gold fields and reserve a horse. They furnished their own blankets and slept out under the stars paying only for food and transportation. The first night out from The Dalles was generally spent at Fairbanks, on 15 mile creek, where they ate supper, washed clothes, bathed and turned the horses out to good green feed. Most, (not all) of the saddle trains were operated by Mexicans and their *senoritas*. The Mexicans pitched tents, unloaded the pack horses, ruseled the fire wood while their *senoritas* did the cooking, washed the dishes, played music at night. These colorful ladies wore pants like their Mexican husbands, calf skin boots and Mexican *sombreros*; bargained with settlers for fresh food, milk or eggs which they paid for with gold dust or Mexican gold coins. It is interesting to note that there were enough Mexicans in The Dalles during that period of time to hold Sunday Bull Fights in an arena on the southeast corner of 4th and Liberty, where Elmer Bettingin's father Al used to watch them.

PONY EXPRESS TO CANYON CITY

It was in the fall of 1862 that Thomas H. Brents of Walla Walla established his famous Pony Express run from The Dalles to Canyon City. There were no ferries in those days across the John Day, Deschutes and other streams between here and Canyon City and bridges were unheard-of. The whole country between The Dalles and Canyon City was infested with hostile Indians, outlaws who especially sought expressmen as their victims. Mr. Brents tells about one of these trips to The Dalles when they arrived at a crossing of the John Day after dark and seeing a campfire rode into the camp to get permission to camp with them for the night to have further protection from Indian raiders. Imagine to our surprise when we looked into the fact of Berry Way, the most dreaded outlaw of the west, who, with his wife and a man, had murdered a man on the Ochoco. The bandits welcomed the express messenger and asked if he carried much treasure? The messenger threw off the treasure sack carelessly to the ground and said, "No, its only mule shoes this time for a big pack train just down the river, coming in;" and he never touched the treasure sack again until morning. That night our expressman pretended to sleep but he lay all night in his blankets with revolvers in hand and the bandits allowed him to ride off in the morning! Berry Way was arrested soon after and hanged by vigilantes near Canyon City. On another night Brents outran a band of 4 outlaws who were led by the notorious Romaine. In 10 hours he travelled 112 miles! Mr. Brent was later County Clerk of Grant county and in 1868 married his school chum sweetheart Belle McGowan, later returning to Walla Walla where in 1878 he was congressman helping to make Washington a state. (Story by Rev. G.W. Kennedy of Walla Walla).

Judge Thomas Brenz(1896) of the Walla Walla superior court, who celebrated his 70th birthday, founded the Pony Express between Canyon City and The Dalles in 1862. He charged 50¢ for letters and 3¢ for carrying treasure(gold dust) over the 225 mile route to The Dalles, packed by "road agents"(thieves) and bandits. The judge was born at Florence, Ill.(1840) came to Oregon in 1852. President Abraham Lincoln appointed him postmaster at Canyon City and he was a legislator. (WPA clippings by L.S. Fritz; State Library). The Oregon Guide said, "There were 10,000 miners digging gold at Canyon City in 1862. The Pony Express galloped in 3 times a week from The Dalles 225 miles across desert, rivers, mountains and passing lurking Indians and bandits." The Dalles and Canyon City in 1862 were the two largest cities in the Pacific northwest. As the mines gave out Canyon City population faded away but The Dalles population continued to make it the largest city in the northwest until about 1870 when Portland outgrew us. The Pioneer Miner and Mule Packer said, "In 1862 Brent & Nelson bought out Brindle & Jones in this area(Canyon City). Edgar & Burke operate from The Dalles to Canyon City. Rowe & Co. were in this area as was Tracy & co., and all were operating from The Dalles to Canyon City during the height of the Gold Rush." The Stamp Collectors' Philatelist(in the library of Edw. Payne of Salem) states, "Tracy & Co. operated from The Dalles to Canyon City a Pony Express in 1862 and also operated from The Dalles to Walla Walla on the same dates; and from The Dalles to Boise in 1863. The Dalles Express Co. was also mentioned during this date." The severe winter of 1862 made hay worth 40¢ a pound; grain 50¢ a pound; a mule was worth \$250 to \$400 and skinnners wages were \$100 to \$125 a month with keep. Gold dust was legal tender.

PONY EXPRESS by Fred Lockley(Staff writer, Oregon Journal)

It was in the spring of 1862 that Tom Brents and myself(N.F. Nelson of Brownsville)and Henry Hall found ourselves in Walla Walla broke. With 4 other miners we were the first to stake claims at Canyon City that spring. We made good wages and pretty soon Canyon Creek was well staked with camps at John Day and Canyon City. Tom Brents and I decided to start a Pony Express to The Dalles. I(N.F.Nelson) made the first trip. I started with another Express Rider, Enright by name, but I beat him in. I reached The Dalles at 9 A.M. on the 4th of July 1862. That was the first Express trip ever made between Canyon City and The Dalles. Tom Brents and I were partners for some time. We finally sold out for \$1000. I then started a pack train with 19 horses. I hired 2 men to help me. On my 2nd trip I took in flour, sugar and some hardware. On the south fork of the John Day the Indians attacked us. John Espy was hit in the first fire and fell from his horse. My horse was shot through the body. Espy started to rise and a bullet knocked him flat. Ashley and I dismounted and pulled Espy back into the bushes and returned the Indian fire. We dropped one of them. Our pack train stampeded and the Indians drew off. Espy had 2 wounds, one bullet struck a rib and ran around under the skin and came out on the other side. He lost a good deal of blood but we fixed him up and with 3 horses left we went on to Canyon City. The Indians cut open the sacks of sugar and flour and threw them away. I sold what little I had left for \$400 and went back to The Dalles where J.D. Robbins staked me to a load of flour. I took it to Eagle Creek and made a good profit.

N.F. Nelson was regarded by some of the people of Brownsville(1920's)as a "nut" because he advocated that men ought to LIVE by the Golden Rule! He believed in running the government by love and not force. He believed that women were as smart as men and should have equal rights with men. He wanted to abolish liquor. "Sure", he told Lockley, "I know people think I am a nut because I want to love my fellow man no matter what nationality they might be. Love will supplant greed. We shall live by the Golden Rule."

Brent & Nelson charged 50¢ for letters from Canyon City to The Dalles and 3¢ for carrying gold dust. The route was 225 miles through deserts, rivers, creeks, over hills, mountains and in all kinds of weather and with roads infested with Indians and all kinds of bandits.(WPA Clippings by Louis Fritz of The Dalles; Archives department, Oregon State Library)

The 28 HOUR PONY EXPRESS RUN FROM CANYON CITY TO THE DALLES

The 'Stamp Collectors' Philatelist says, "Tracy & Co. operated a Pony Express and mail service from The Dalles to Canyon City in 1862". The Oregon Guide stated, "By 1863 the number of miners digging gold at Canyon City had been reduced from 10,000 the previous year to 700 and that the discovery of gold in other fields practically depopulated Canyon City that winter. The hard winter of 1863 reduced the Pony Express service to twice a month. The Indians got so bad that a civilian guard company, under Nathan Olney of The Dalles, had to round up some of the bad Indians." We quote Louis Fritz of The Dalles again in the Oregon Writers Project at the Oregon State Library, "In the gold rush days of 1862-64 mail was carried on horseback from The Dalles to Canyon City over Indian trails along the John Day river. The mail was strapped to the saddles of the daring horseback riders. Postage was 50¢ a letter and the newspapers they carried sold for \$1. each. These riders carried thousands of dollars worth of gold dust. Hostile Indians and bandits imperiled the riders' lives and the narrow escapes and holdups were not uncommon; but the tradition prevailed, 'that the mail must go through'; and the dangers were accepted as all of the part of the days work. When the competing Henry H. Wheeler stage coach company entered the field(1864)war began; and it is reported that the original companies, in a race with their competitor, once travelled to The Dalles, 225 miles, in 28 hours, with only the necessary changes of horses and riders."

The RE-ENACTED PONY EXPRESS RIDE IN 1922

In 1922, the 60th anniversary of the discovery of gold in Whiskey Gulch at Canyon City was celebrated by "Pony Express Riders" who re-enacted the old Pony Express ride from The Dalles to Canyon City. A water spout took place at Antelope which "threw cold water" on the ride, but it went through on a much slower schedule than the famous 28 hour run of 1864. Horses were changed at Boyd, Nensene, Sherars Bridge, Shaniko, Antelope, Burnt Ranch, Mitchell and about every 20 miles from there to Canyon City.

In 1924 the Pony Express ride from Bend to The Dalles was re-enacted "with all the formality and dignity of the 1860's." There were 5 entries in this race with 35 horses. The relay stations were at Prineville, Willow Creek, Bolter's ranch, Shaniko, Sherars Bridge, Nensene, Boyd and The Dalles. The riders were Ray Baxter, Summers Houston, Frank Houston, Jimmy Taylor and Roy Gray. They used standard bred horses.(Note:-the old Pony Express riders used California mustangs and Indian cayuses.)

The KNIGHTS OF PRIMEAVAL TRANSPORTATION

The History of Grant County says, "Gold was discovered Oct. 18, 1861 on the north fork of the John Day river. The first pack trains from The Dalles to the mines were operated by J.W. Case, J.J. Cozart, and D.N. Lucas. They were called "the Knights of Primeaval Transportation." The trail from The Dalles to Canyon City was improved by Dalles merchants(see The Dalles to Boise Military road). They built a road used to bring supplies from The Dalles to Canyon City. Henry H. Wheeler established the first stage route(1864)and ran 4-horse coaches, with 8 changes of horses. His mail contract was for \$12,000 a year. He also ran Wells Fargo fast Express Coaches, carrying only mail and guards, no passengers." Canyon City in 1863 had 31 business establishments. By Nov. of 1863 the "fall fights" in Canyon City commenced to start but discovery of gold in Malheur county depopulated Canyon City. In Feb. 1864 the Oregon Statesman reported no express service on account of bad weather. Miners were paid \$5 a day. A 23½ oz. gold nugget was found.

CHAS.(JOAQUIN)MILLER PONY EXPRESS RIDER and POET

Gold was discovered in 1860. I was admitted to the bar before I was 21 so I brought my law book and 2 six shooters and came out to the gold fields. There was not much gold to be found and nobody was interested in law, so I became a Pony Express rider and Mail Carrier from Walla Walla to Millersburg, Idaho(1861). I rode early and late and almost lived in the saddle as a Pony Express rider between Walla Walla and Grangerville, Idaho. A Lapwai Indian and myself followed the Indian trail across the Craig mountain and Camas Prairie. Idaho in those days was known as E-dah-hoe an Indian word signifying "light on the mountains". I spelled it Idaho in my writings and that may have gave it first use in print. Our service was simple express carrying service with cheap equipment comparing in no way with the costly and elaborate Pony Express from St. Joe to Sacramento. The job was full of hardships, perils, long riding hours, day and night work in all kinds of weather with desperate as well as good men on the trails. I changed horses from 5 to 10 times daily; rode at desperate speeds using Indian ponies only, without any escort. We called ourselves Mossman & Millers Pony Express. The Indians were numerous but we weren't afraid of them, but of the whites we were. The Indians were peaceful. We hired them to tend our stations. They were of the Nez Perce tribes. The Pony Express did not pay even though we practically LIVED on horseback, with little food and less sleep the first few months!

California emptied her miners, gamblers, robbers and desperadoes right into our mines and roads thither. The rivers were closed with ice that winter, the Snake being icebound at Lewiston. The miners wanted to get their money and letters to Walla Walla and to friends and families. The snow was deep in the Idaho mountains. The trails were drifted full. It was a question of whether any living man could face those conditions, make that ride and live to tell about it! They asked the Indians to try. They refused to do so. I started out(1860-61)with letters and \$10,000 in gold weighing 50 pounds, to Walla Walla. Dave English and Boone Helm two California desperados followed me with the evident intention of robbing and possibly killing me for the gold I carried. I noted Canada Joe, worst of the killers of the west, far ahead of me up the trail, in the blizzard.

I was able to keep ahead of my pesurers. The problem was to get around Canada Joe. He had 3 six shooters strapped around him. I knew he would use them. Our horses continued to flounder up the mountain. I noted Joe was heading for a blocked off narrow place in the trail to make his stand against my approach. I couldn't turn back as English and Helm were back there in that blizzard and couldn't be eluded. I noted ahead, where the trail levelled off, that I was nearing the top of the mountain, so I struck out in a new direction. Canada Joe seen this and opened fire on me but his chilled hands and body were too unsteady. His bullets whizzed about us but we were soon lost in the blizzard and made good time on top of the mountain and down the other side. We eluded our persurer and made it safely to Walla Walla.(Junior Historical Journal 1941; State Library, Salem.)

THE MOST FAMOUS RIDE OF ALL OUT OF THE DALLES

The most spectacular and perilous ride ever undertaken by any Pony Express rider of the Pacific Northwest was made from The Dalles to Fort Benton, Mont in the fall of 1855. The Yakima Indian war had broke out and the Indians north of the Columbia were killing all the whites. Governor Issac Stevens and 24 men were near Fort Benton. The news of the Indian uprising had to be sent to him lest he and his party be wiped out. W. H. PEARSON of The Dalles was chosen to make that memorial 650 mile Pony Express ride with dispatches from The Dalles to Fort Benton. He rode out of The Dalles well mounted and all day and all night brought him to Wm. McKay's ranch on the Umatill river. It was deserted. He caught a new mount, sprang into the saddle just as blood curdling yells of the savages "Kill that white man, kill that white man" rang in his ears. He tore up the valley, they in hot persuit, but he out-distanced them and by night he turned off the trail taking a parallel course some miles distant. Riding and resting in secluded spots he reached Lapwai mission. After a days rest he pushed on over the Bitter Root mountains in a blinding snow storm. A tree fell and crushed his Nez Perce Indian companion. The trail was buried under several feet of snow. Unable to go any further on horse he improvised snowshoes from brush frames and strands from his rawhide lariat; then packing his blankets and dried meat he struggled onward over the snow. After 4 days he came to the Bitter Root valley near Fort Owen. With rest and a new horse 3 days more brought him to the governor's camp on the Teton. He was so faint and exhausted they had to lift him out of the saddle but he carried out his orders and delivered his messages to Gov. Stevens in one of the most remarkable and outstanding Pony Express rides ever recorded in the history of the west.(Junior Historical Journal; Oregon State Library; Salem)

The PONY EXPRESS FLAG

A flag designed by Perry Driggs will flutter from the grave of Chas. Becker, Pony Express Rider of 1860-61 on the Wyoming Section of the St. Joe to Sacramento Pony Express run, according to Walter Meacham of the Old Oregon Trail Association. Mr. Becker died at Baker, Oregon in 1925 at age 89. He was buried near Westfall, Malheur county. The flag is white, with a dark blue Pony Express Rider at full gallop, as the center figure; and diagonal bars of red and blue(with white in between). Mr. Baker always wore cowboy boots and whenever he went anywhere he carried saddle bags, in the place of a suitcase. He is the only known Pony Express Rider buried in Oregon(who rode on the St. Joe to Sacramento run).

THE PONY EXPRESS(St. Joe to Sacramento) by W. H. McNeal

The greatest of all American horse stories is the romantic account of the famous St. Joseph, Mo. to Sacramento, Calif. Pony Express, prompted by the gold rush of 100 years ago, and operated from 1859 to 1861 by the stage coach firm of Majors, Russel & Waddell. The relay horse stations on this famous line followed the stage coach stations between St. Joe and Salt Lake City, but in the wilderness between Salt Lake and Sacramento other relay stations every 10 to 12 miles had to be erected. The Pony Express cut the boat time of 21 days down to 11 days from New York to San Francisco. This was a definite milestone in the progress of mail service linking the U.S. with the newly acquired territory from Mexico in the war of 1848.

The Pony Express riders and their famous California mustangs covered the 2000 mile gap between St. Joe and Sacramento in 8 days altho the Lincoln Proclamation message freeing the slaves was carried in 7 days in 1861! The 8 day schedule meant that the mail had to keep moving at the rate of 250 miles during each 24 hour period, in each direction! This sustained day and night schedule has always been considered an outstanding record in American horsemanship, unsurpassed by any other known record of sustained endurance by either horse or rider in all the known history of world horsemanship! It is an unchallenged record of world importance! The U.S. government has officially recognized this record by authorizing the post office department to use the Pony Express rider and his mount as its official insigna. The firm acquired 500 of these mustangs, direct descendents of the Cortez Arabians, noted for their remarkable running endurance powers and ability to live on the native grasses. Daily they ran a race against time at a dead heat gallop, not for just a half a mile, like present day horses, but for 10 and 15 miles without a stop or rest period! There were 190 of these relay stations manned by 200 station tenders. The ponies were carefully selected for their speed which had to average 25 miles an hour or better! Such mad dashes caused their nostrils to dilate and their bodies to be covered with sweat and foam.

To ride these 500 ponies required 80 of the toughest and hardest riding horseman that the American nation has ever produced. Each man, had to average 25 miles per day EACH WAY, or 50 miles per day of riding at a dead gallop much of the way! Most of the riders rode from 80 to 100 miles a day while the "long rides" were up to 140 miles per day! The schedule called for riding from 30 to 45 miles traveling east; then rest and warm up and eat and be ready to meet the west bound rider and ride right back again, - day or night, rain, snow, blizzard or shine, summer, fall, spring or winter; the same ride each way every 24 hours, no sundays or saturday afternoons off, Christmas or other holidays off! Often in emergencies, riders would cover the next man's division too, without any rest or sleep! For this daily "Olympic contest" the rider recieved \$125 a month! Pony Express riders had to be light in weight, have a wiry constitution, be fearless cool thinkers in moments of danger, be single and able to stand hard riding in all kinds of weather. Both human and horse flesh were taxed to the full limit by the weather, canyons, mountains, unbridged streams, lonely prairies, savage Indians to say nothing of accidents hundreds of miles from medical help. Riders were recruited from guides, scouts, couriers, miners, adventurers, men who were used to sleeping in the hay and living off what game the country had to offer. The relay stations were log, mud or stone forts and corrals. Some divisions were 20 to 40 miles apart without a drop of water in between.

The mail pouches were made of rainproof leather, strapped to the saddle, and weighed not more than 20 pounds. In addition, the letters were wrapped in silk and sealed, not to be opened between St. Joe and Sacramento. The letter rate was \$5 a $\frac{1}{2}$ oz., but even at those rates the venture was never profitable. The Pony Express was wiped out by the introduction of the telegraph in 1861.

Russel, Majors & Waddell operated their first stage coach line from Omaha to Denver, 600 miles in 6 days, starting May 17, 1859. They had 1000 horses and mules on this freight and stage coach division. Service was later extended to Salt Lake City 1100 miles on a 10 day trip from St. Joe. Still later the service was extended to Carson City, Nev., Placerville, Folsom and Sacramento, 1900 miles in 15 days. All their efforts were operated at a loss and in March 1862 they sold to Ben Holiday. Holiday was a better politician and the government gave him \$800,000 for carrying mail across the U.S. which Russel, Majors & Waddell did not receive. Ben Holiday in 1866 sold to Wells Fargo Express Co. for \$1,500,000 cash and \$1,250,000 in Wells Fargo stock in addition to \$600,000 for hay, grain and provisions on hand. (In 1952 dollars this sale would be \$13,400,000). This sale enabled Holiday to become a famous railroad and steamship man.

Buffalo Bill Cody

The most famous of all the individual Pony Express riders on the St. Joe to Sacramento run was none other than our beloved frontiersman Buffalo Bill Cody. Many books and articles have been written on Cody's life, but no chapter of his eventful life had any more romance and excitement than his routine Pony Express riding. Cody was so well liked that he was made a "supernumery rider", or one who went out only on special occasions and calls. To have this high honor and trustworthy designation bestowed upon him by the management was about the same as a CONGRESSIONAL METAL OF HONOR for it indicated Buffalo Bill Cody was regarded as the greatest individual horseman that America has ever produced! He told his employers he was "born in the saddle" and was a mere boy of 17 when he hired out. Division Supt. Slade thought hard riding like the Pony Express required would "shake the insides out of Cody" but he lived to become their greatest rider. At Cody, Wyoming, at the east entrance to Yellowstone Park, a monument has been erected to the memory of this great frontiersman, mail carrier, stage coach driver, guide, Indian fighter and Pony Express rider; and to his mount, "the fastest the company owned" in the Pony Express service. This is truly a monument erected to the memory of the GREATEST HORSEMAN IN AMERICA and to AMERICA'S GREATEST HORSE. (Western Horseman, Colorado Springs, Colorado; December 1951 issue).

THE DALLES TO SALT LAKE CITY STAGE LINE

As related in the St. Joe to Sacramento Pony Express article Russel, Majors & Waddell sold their St. Joe to Sacramento stagecoach line to Ben Holliday in 1862. In 1864 Ben Holliday bought all new stage coaches from Abbott & Downing and the fastest of livestock and best of drivers was put on this run. He installed cutoffs and let out "side bid contracts" and lengthened his line to Fort Hall, Idaho and to Montana points. His ads of Dec. 3, 1864 proclaimed service from Achison, Kan. to Placerville, Cal. and connections with Ft. Hall, Walla Walla, Umatilla and The Dalles. He sub-contracted the run from Fort Hall to The Dalles via Boise, Baker, Umatilla to John Hailey and Greathouse who consolidated and bought out (1865) the Thomas Express and Stage Co. which gave them a monopoly in addition to the mail contract. The distance from The Dalles to Salt Lake City over this route was considered to be 1000 miles (it felt like 2000 miles to passengers) and the fare was \$240 one way to Salt Lake City and \$300 from there to Achison, Kan. A roundtrip stage ticket was worth \$1000. By 1866 the service was made daily from The Dalles to Salt Lake City. Ben Holliday was at that time known as the "Napoleon of the West." His mail contracts amounted to \$800,000 a year, but his expenses were tremendous. He had to have stage stations every 10 to 12 miles, depending on water and local conditions, with "way stations" every 50 miles where passengers stayed over night. Each station had to have its tender, hay, horses, corrals, supplies and all these items had to be hauled hundreds of miles by teams and wagons. In one year alone he lost \$1,500,000 to Indian raiders alone!

By 1866 Ben Holliday got tired of all these losses and problems in connection with the operations of his vast fleet of stages and horses and freight wagons so he sold out to Wells Fargo for a million and a half dollars cash and 300,000 shares of Wells Fargo stock, who dominated the transportation field of the west until the building of the Union Pacific railroad (1869-70) to the junction with the Central Pacific at Promatary Point. The coming of the railroads illiminated the trans-continental stage lines and freight wagon lines. The U.P. railroad had its own Union Express Co. but Wells Fargo bought this concession (1869) for \$5,000,000.

The Dalles to Salt Lake City branch of the Wells Fargo Stage and Express lines dominated the field for a while but gradually competition entered the field and remained until the extension of the Oregon Short Line railroad to Huntington (1884) where it joined with the O.R. & N. Co. Gov. Zenith Moody and other prominent Dalles business men have been agents of Wells Fargo at different times in the history of The Dalles. (Oregon County by O.B. Winters; Oregon State Library, Salem).

The History of Idaho by Gilbert mentions weekly stage service between Boise and The Dalles by July of 1863 on a line operated by Henry Greathouse (sub-contractor of Ben Holliday). Other operators mentioned were the Oregon Idaho Stage Co.; Ward & Co. Fare was \$100 for 285 miles. Ben Holliday's Overland Stage Line secured the contract from The Dalles to Salt Lake via Boise (675 miles) and used Concord coaches in good weather (1864) and regular mud wagons for winter and early spring driving. One of the passengers enroute from Salt Lake to The Dalles remarked, "the Paradise Valley stage stop was misnamed as it had nothing but snakes and nothing that would indicate any kind of a paradise." Relay stations on The Dalles to Salt Lake run were about 15 miles apart with the interval or way stations for passenger stops every 50 miles. The first stage arrived in Boise Aug. 11, 1864.

WELLS FARGO

As indicated above in 1866 Wells Fargo took over the run from Salt Lake City to The Dalles.

C. M. LOCKWOOD

In 1868 C.M. Lockwood of The Dalles under bid Wells Fargo and in October of that year he went on The Dalles to Salt Lake City run in addition to his Dalles to Canyon City and Dalles to Walla Walla runs. He was a big man in the transportation field in The Dalles at that time and made hundreds of thousands of dollars. John Hailey was one of his sub-contractors and manager of part of his Salt Lake lines. Lockwood's contract was for 21 months and during that time he worked day and night; in fact he worked himself into a paralyzed physical condition until we see in 1869 that John Hailey was given part of the contract and in July 1870 the line was sold to the Northwest Stage Co. who operated it until 1874 when the Boise and Rocky Bar line took over John Hailey handled the contract for the Northwest Stage Co. This would indicate that John Hailey was a very able and outstanding man in the transportation field at that time. (Art Ferrel, R.4, Boise, Idaho).

Obituary in Times-Mountaineer of The Dalles, Feb. 1873 on C. M. Lockwood----

C.M. Lockwood of The Dalles died of paryalisis at Detroit, Mich. He was a man of great energy and determination. In 1863 he started freighting between The Dalles and Canyon City with a team of cattle. In a few years he monopolized all the freighting business. In 1866-67 he, with Teal and Goldsmith, took large government contracts and made much money. He contracted for the mails and stages from Salt Lake City to The Dalles, 800 miles, and made several hundred thousand dollars, but in doing so he wore himself out, as he was only 38 at the time of his death. He was a fine gentleman, respected by all. He leaves a widow and 2 children (Ludy died the following July).

OREGON IDAHO UTAH STAGES

Kelton, Utah became the terminus for the Oregon, Idaho, Utah Stage Co. (1869-1884) which was a closer point on the Union Pacific railroad than Salt Lake. Mail service from the east was reduced from 23 days via boats to Calif. and Astoria to 14 days by rail and stage from Kelton to The Dalles, according to the Times-Mountaineer of The Dalles. The Mountaineer of Dec. 14, 1866 said the first mail from Salt Lake City was carried in buggies on a weekly schedule and that Ben Holliday's contract was by boat from Portland to The Dalles (sub-contracted) and sub-contracted from The Dalles to Boise to John Hailey for \$80,000 a year. There were other lines running from Umatilla to Salt Lake and from Walla Walla to Salt Lake.

DALLIES TO WALLA WALLA STAGE ROUTE

Both The Dalles to Walla Walla and The Dalles to Salt Lake Stage Lines as well as The Dalles to Umatilla, used the Old Oregon Trail which followed up the Brewery grade and out to Cherry Park Grange, on the east 9 street section of the Old Dufur road where it branched to the left across the Bettengin Flat connecting with what is now highway 23 at the old M.M. Cushing place(now occupied by Joe Re); following up 15 miles to Kuykendahl hill where it branched at the top and went down to Fairbanks; from there to Siles-on-the-Deschutes(Dechutesville or Miller); to Biggs; Price's Station(Just north of Wasco)on Spanish Hollow; Leonard's Bridge, 18 miles south of the Columbia on the John Day river; at the foot of Cottonwood grade and also known as Scotts Ferry; thence to Rock creek about 7 miles south of Arlington; to Willow creek at Cecil; Wells Springs; Frank Ewing's station on Butter creek; Umatilla or to Echo(Brassfield's ferry) and on to Walla Walla or to Salt Lake City.

Sometimes these three stages were one and the same, in so far as passengers were concerned. Passengers to any one of the above 3 places took the same stage. The Walla Walla stage and most of the others, when they ran as independent units generally stopped at Umatilla as that was an important boat landing and source of passengers, mail, express and such business. From there they followed the Umatilla river to Echo(12 Mile house); Wells Stage Gulch; Swifts; Pendleton(branch for Walla Walla); Cayuse, Meacham; LaGrande; Sulphur Springs; 49 Ranch; Boise; Ft. Hall; Kelton and Salt Lake City.

HENRY WARD'S AIR LINE ROUTE

Henry Ward advertised in the Times-Mountaineer(1867)that he operated his stage line between The Dalles and Umatilla in less time than the boats could make the run and called his service "the air line route of 80 miles," and solicited business from the Oregon Steam Navigation Co. and extended his services to Walla Walla, 125 miles east of The Dalles.

OREGON-MONTANA STAGE LINE

Another of those forgotten 1866 stage lines was the Oregon-Montana which made connections with the Oregon Steam Nav. Co. boats at White Bluffs, Wash. for services to Helena, Montana over the well known Lt. John Mullen pass, now used by highway 10 and the Northern Pacific railroad across the Rockies. This line served the northern Idaho mines and it was 624 miles over this route to Virginia City, Mont. Capt. John Mullen was sent to Walla Walla in 1853 with military orders to build a road (which he previously surveyed as a Lieutenant)from that place to Fort Benton on the Missouri river approximately 700 miles for use of emigrants in place of the 2000 mile Old Oregon Trail. He built this road as directed and Bancroft's history of Oregon says, "next to the Old Oregon Trail the Mullen road was the greatest factor in the development of the Pacific northwest." Many hundreds of emigrants used this road in the settlement of Idaho, eastern Wash. over this old stage and mail route run from Walla Walla to Virginia City and other Montana and northern Idaho points.

JOHN TURNER STAGE DRIVER ON DALLIES TO WALLA WALLA RUN

The JOHN TURNER obituary in the Mountaineer of Oct. 23, 1868 said, "John Turner driver on The Dalles to Walla Walla stage, whose outfit upset going down John Day hill(Cottonwood Canyon)died of injuries recieved last week." This is mute testimony of how tough that job was 84 years ago.

Bill Nixon, operator of the Nixon ferry across the Deschutes 3 miles above Millers, according to Carson C. Masiker, drove a sulky with the mail and few winter passengers on the Nixon Ferry to Leonard's Ferry across the John Day, section of The Dalles to Walla Walla run.(This shows how service was maintained when regular equipment could not be operated due to weather and road conditions.)

CAMEL EXPRESS

In passing we want to add a paragraph on the old Camel Express, forgotten by all but historians. It operated in various sections of Idaho and Montana; but the run we are interested in was from Walla Walla to Virginia City over the Mullen Trail(1859)a long 700 mile pack. Another operated between Umatilla and Boise and the Bannock mines. Camels for these pack trains were imported from Asia and sold for \$1200 each. They could carry larger loads than horses and over longer distances without feed or water; but when they did eat they consumed more food than a horse which was bad when it had to be bought at high prices in the winter; but their worst disadvantage was that they frightened the horses and mules of other pack trains, causing stampedes and run-a-ways.(Wash. Hist. Quarterly) Wagons replaced the camel in a year or so and their history was brief and labelled "unsuccessful".

STAGE DRIVERS

Some of the well known drivers on The Dalles to Salt Lake run was our own Justin Chenowith, after whom Chenowith creek was named; Barnes & Yates of the Oregon-Idaho stages; Hank Monk most widely known driver on all the lines; Baldy Green; Billy Hamilton; Clark Foss; Buck Jones; Chas. McConnell; "Buffalo Jim" Geiser(on the Yellowstone Park run); Bob Hill; Henry Ward; Buck Montgomery; Hill Beachy; Bob Geiser(also on the Yellowstone run); George Quimsby; Dave Horn; Am. Ellis; C.W. Barger; Tom Vaughn; Wm. Glover; Gus Freeman; Dave Wright; John Leeson; George Richards; Jerry Crowder; Jack Gillman; Chas. Hines; Wm. Lockwood; Wm. Theelman. James Perkins was the "travelling horseshoer" for Ben Holliday and the Wells Fargo lines and he lived wherever they "dropped his anvil off at." Big Bill Lockwood was later one of the drivers in the Bannock Indian war campaign of 1878 in southern Oregon and the soldiers used to like to tell how Bill raced with the Indians in his mail and express wagon, and how his long jet black hair would stand up like a pompadour until he was safe from the scalping knife.

These stage drivers had no homes, for the most part. It was a cold, rough, hard ride every single trip when conditions were at their best. They slept out in all kinds of weather, fog, snow, blizzards, summer and winter alike. The roads they drove over were hardly better than cattle trails. It was dirty, dusty rough work in the summer and cold,muddy,numbing work in the fall and winter. All the romance of stage coach driving is purely fiction of the highest movie and western magazine type.

THE DALLES TO CANYON CITY STAGE LINE

Dearest and closest to the hearts of the people of The Dalles is The Dalles to Canyon City Stage Line. In 1864 when Henry H. Wheeler (after whom Wheeler county is named) started this line The Dalles and Canyon City were the two largest cities in the Pacific northwest, hither-to-fore served only by pack trains out of The Dalles. Henry Wheeler was a resident of Mitchell, one of the important pack train stations and stops, where he operated a stock ranch. While there is no written record of how he became interested in forming the first stage service, it is very apparent that Pony Express riders and operators obtained riding stock from his ranch as did the Pack Train operators, so he was naturally well versed with the volume of business passing through Mitchell; and with the improvement of roads by military authorities to Camp Watson and other points in south-eastern Oregon he decided to establish twice a week service commencing August 15, 1864.

STAGE STATIONS

The stage stations on this run which went out over the Old Dufur road to Eight Mile station; (Wasco) 11 Mile house, kept by Pratts just above Boyd; Nansene, up Long Hollow about 7 miles above Boyd; Chicken Springs; Keen; Sherar's Bridge; Flanagan; Bakeoven; Shaniko; Antelope; Burnt Ranch; Mitchell; Camp Watson; Dayville; John Day and Canyon City. The names of the stage stations and their locations changed from time to time. When Mr. Wheeler first started out in 1864 there was no habitation between The Dalles and Sherars Bridge 30 miles southeast of The Dalles! Then there was no more people until he got to Antelope where Howard Maupin kept a horse station for him 65 miles SE of The Dalles! James Clark, one of his drivers, kept a station down on the John Day called Burnt Ranch. There were people living at Mitchell and there was a military camp at Camp Watson but from there on into John Day it was a long lonesome road infested with bandits and unfriendly Indians. It took $2\frac{1}{2}$ days to make the run and twice a week was the first schedule. The road was one of the worst rocky, rough mountain roads that a man ever tried to put anything with wheels over. In fact it wasn't considered possible to successfully do so until the military authorities moved enough rocks to allow a wagon to pass and keep right side up.

The History of Central Oregon says that Henry H. Wheeler was born in Penn. (1826) son of James and went to California gold fields in 1857 by ox-train where he mined and operated a sawmill at Yreka. In 1862 he came to The Dalles and went to the mines of Idaho. He gave up mining for stock raising in the Mitchell country and established his 180 mile stage, mail and express service in 1864. He drove the first few trips all the way through himself and return. He had 11 passengers on that first run and 11 on the return trip and his fare was \$40. a passenger, one way. He left the Umatilla House every Monday and Wednesdays with his stages. The stock ranches were few and far apart on the route and operations were under the most trying of pioneer conditions of hardships and dangers with bandits and savage Indians on all sides. Mr. Wheeler was a careful and fearless manager. If a detailed account of all his various fights and skirmishes with the Indians were listed they would make a thrilling volume in themselves. One account was published, "that upon Sept. 7, 1866, with the Wells Fargo gold stage and their guard Mr. H.C. Page the only passengers on the gold stage; and with \$10,000 in greenbacks, \$300 in coin and other valuables besides the mail, when suddenly 15 or 20 Indians appeared and shot Mr. Wheeler through the face. Despite the shock and pain, he unhitched the leaders, while Mr. Page pumped hot lead into the Indians and kept them back; they mounted the un-ridden horses and escaped, bareback! The Indians cut all the top off the stage, ripped open the mail sacks scattering their contents and throwing aside the greenbacks, not knowing their value; but they cut up the harness. Mr. Wheeler and Mr. Page went on to the Myers ranch for help to recover what they could out of the raid, while Mr. Wheeler came on to The Dalles for medical attention.

HOWARD MAUPIN AND CHIEF PAULINA

Mr. Wheeler had lost 89 horses and other property to Indian raiders, some led by the renegade Chief Paulina. The Central Oregon Shopper of Prineville (Aug. 4, 1949) at the Oregon State Library on the killing of Chief Paulina says:

Chief Paulina was killed in 1867 by Howard Maupin, keeper of a stage station on The Dalles to Canyon City stage route at Antelope. In 1866, at another stage station in Trout Creek near Ashwood Chief Paulin's band stole some horses, used on the stage line, from him and the stage company and from James Clark, a driver on that section of the run between Antelope and Mitchell. Thus both of these employees were on the lookout for Paulina and his band who were freely stealing horses and cattle whenever and wherever they could. So on that eventful morning in 1867 when Mr. Clark spotted the Indians in the Burnt Ranch section of the run, which took its name from a fire set by the Indians to James Clark's property there; so he (Clark) turned the stage around and drove back to Maupin's place and told him the Indians were passing through from Clarno, where they had stole some cattle from Andrew Clarno, and were headed toward the Deschutes river, and that was the opportunity to give the raiders a dose of their own medicine. Clark and Maupin started out on their saddle horses, with rifles, to find and follow the raiders. The Indians had a band of 25 head of cattle and horses so were not hard to follow. They trailed them to their Trout Creek camp, eluding the Indian lookouts. They dismounted in a secluded location and crawled up as close to the camp as they could and opened fire with their rifles. One Indian fell mortally wounded. The rest scattered into the nearby bushes and fled to the hills on foot leaving everything behind. Coming into the camp Clark pumped some more lead into the Indian until he was dead and went on to search for more as likewise Maupin did. Being unsuccessful they returned to Camp, scalped the Indian, rounded up the livestock and drove them back to the Antelope ranch station. It was not until later, after examining articles picked up in the Indian camp that they determined that Chief Paulina was the Indian they had killed and scalped. This was later confirmed by other Indians at Warm Springs where some of Paulina's followers took refuge."

The killing of the renegade Chief Paulina by Howard Maupin and James N. Clark put an end to most of The Dalles to Canyon City Stage station and stage stock robberies and taught the Indians "to leave the property of the white man's stages alone or he would trail them down and shoot to kill with his high powered rifles." The illimination of Chief Paulina and his followers made the country more safe for settlement, between The Dalles and Canyon City and for that reason we classify Howard Maupin and James N. Clark among the most outstanding men in the 100 years of Wasco county history; and Henry H. Wheeler is given the same classification because he pioneered stage and freight service by wagons also helping to settle the country. The Dalles to Canyon City stage line service produced 3 of the most outstanding men in our history, a very remarkable record for one business or organization. Howard Maupin died at Ashwood, Oregon Jan. 4, 1887 and is buried not far from the grave of the Indian Chief Paulina. Henry Wheller is buried at Mitchell where he engaged in the stock raising business until his retirement in 1904.

Mr. Wheeler used the "lever coaches" rather than the famous Concorde which were used later. He left the Umatilla House, as stated above, on his first trips every Monday and Wednesdays. Later the service became daily and Wells Fargo gold stage coaches were put on the run, which hauled nothing but gold and the one or more guards besides the driver. These were the fast stages and some drivers preferred them in place of passenger, mail and express stages, for they only stopped long enough to change horses, grab a bite to eat and were off again in a cloud of dust or a splatter of mud. The winter time stations were Pratt's 12 mile house (Wasco above Boyd); Nansene, up Long Hollow; Sherar's Bridge on the Deschutes; Bakeoven; Howard Maupin's at Antelope; James N. Clark's Burnt Ranch stage stop on the John Day; Mitchell; Mountain or Murder's Creek; Dayville and Canyon City. There were ordinarily 8 changes or horses during good weather but weather, Indians, road conditions all made alternate stage stops as conditions varied. From The Dalles to Bakeoven was the first days run. The second day was Mitchell and the third day Canyon City but even this schedule varied. S. L. Brooks was agent in The Dalles in 1867 with headquarters at the Umatilla House. Mr. Wheeler's first mail contract was for \$12,000 a year. He sold to Ad Edgar in 1868, retiring to his stock farm at Mitchell. In 1864 Edgar Jones operated a stage and express line over this same route to Canyon City but it was a slower service and murged later into a freight line.

AD EDGAR

Ad Edgar's advertisements appeared in the Sept. 14, 1867 edition of the Times-Mountaineer which said, "the U.S. Mail from The Dalles to Canyon City, operated by Ad Edgar & Co., leaves every Tuesday morning at the Umatilla House. His ad of March 11, 1871 said service had been extended from Canyon City to Boise and left every Monday morning from the Umatilla House. While the History of Central Oregon said Mr. Wheeler sold to Ad Edgar in 1868 it was apparant that he at least took charge of the operation of the lines in 1867 although he may not have completed ownership until 1868.

The next change in ownership was to Edgar Smith, as shown by Times-Mountaineer ads. The archive files of the Oregon State Library, compiled by Louis Fritz of The Dalles for the State Historical Society said, "Edgar Smith sub-let to J.H. Marshbanks for conveying the U.S. Mails from July 1, 1874 to June 30, 1878, between The Dalles and Canyon City; one trip a week was to pay \$4000 a year; 2 trips a week \$6400 a year and 3 trips a week \$8660 per year." Cyrus Butler and H.C. Matney were later operators of this line.

The Shaniko Leader of 1902 said, "G.M. Cornett was the contractor in 1876 for carrying the U.S. Mail by stage from Mitchell, where he lived at the time to Antelope. Since that time he has made the carrying of the mail a specialty and is today (1902) one of the largest and best known contractors in eastern Oregon." This indicates the run was contracted out in units, rather than the complete thru service that Wheeler and Edgar employed.

C. M. LOCKWOOD

January 25, 1867 Buchanan & Co. announced stage service and an express line from The Dalles to Canyon City, with all new Concord Stage coaches; with C. M. Lockwood as Prop. and the competing fare was reduced to \$30. one way. That same year there was a new road built from Leonard's Bridge, at the foot of Cottonwood Canyon in Sherman county, to Canyon City, according to the Jan. 18, 1867 issue of the Mountaineer. The new road was claimed to have cut off 50 miles between The Dalles and Canyon City and the Buchanan Co. may have operated over this route for part of the time which was one of the factors which caused Henry Wheeler to sell out to Edgar. C. M. Lockwood started out as a freight wagon operator, now we see him as agent for Buchanan & Co. and later we see him owner and operator of The Dalles to Salt Lake Stage line. He was a very remarkable man in the transportation field and had he not died at the youthful age of 38 he would have no doubt become one of the most outstanding men in our county history. (He has been classified as one of our most outstanding men.)

BURNT RANCH

Burnt Ranch (1864) was 30 miles SE of Shaniko on the John Day river was operated by Jim Clark, a driver on The Dalles to Canyon City run, who with J.H. Ward homesteaded the ranch, built a cabin, cut native hay and established a stage station for Henry Wheeler and others. While Ward & Clark were out gathering wood, one day, the Indians made a raid on the ranch, burned the buildings. After that raid the place was known as Burnt Ranch. Ward saved himself by hiding in the water while Clark went for help. Ward was badly chilled but saved by the rescue party altho he was never able to do much work afterwards. The ranch buildings was replaced and Clark and his wife continued to live there for a number of years. It was later owned by Eliza Stephens. It was established as a post office in Wasco county (1862) with Francis Farley first postmaster. It is now listed on postal records as being in Wheeler county.

CAMP WATSON

Camp Watson, on The Dalles to Canyon City stage run, was half way between Mitchell and Antone in Wheeler county. It was an important stage stop, well known by miners and soldiers. It got its name from Lt. Stephen Watson who was killed by Chief Paulina and his renegade Indian band in 1864, in a battle in which Bennett Kennedy and James Harkins were also killed and 7 others wounded. The battle was known as "the Crooked River Expedition" sent out to chastise the hostile Indians. It was reported that Lt. Watson was not an experienced Indian fighter and neither were his men, some of which became separated from the main party and 11 casualties were reported. This camp was established to cope with Indian raiders and helped to keep down some killing. Dr. Wm. Shackelford, well known and beloved family physician of The Dalles was camp surgeon at Camp Watson for a time.

Other well known stops in that part of the country were Wallaces at Current creek; Suttons at Bridge Creek; Myers at Alkali; Allan & Stone at Mountain; Boyds at Rock creek; Brackets at Cottonwood.

The Oregon City Statesman reported in 1865 that Henry H. Wheeler, upon being awarded the U.S. Mail contract Jan. 16, 1865, purchased a crack Concord Stage Coach from Hay & Co. of Portland for The Dalles to Canyon City mail and express run. Mail service was established Feb. 1866. March 12 the Statesman reported Indians stole 24 head of horses at the Muddy creek ranch from The Dalles to Canyon City Stage Line. (Oregon Historical Society).

In 1868 C.M. Lockwood took a mortgage from Ad Edgar, operator of The Dalles to Canyon City stage line, on 24 stage horses, one 8 passenger coach used for carrying U.S. Mail and passengers; and which mortgage is filed with the county clerk of Wasco county. (Louis Fritz of The Dalles; Writers Project; Archive files, Oregon State Library, Salem).

MAIL ROBBERS CAUGHT

WASCO COUNTY COMPLAINT, 1872: Frank Thompkins, Wm. H. Bramlette and F. Huston, white defendants and H.J. Waldron, Dalles postmaster, plaintiff; CHARGE:- Robbing the U.S. Mail and putting the lives of persons in charge in jeopardy. PLACE:- Antelope Canyon, on The Dalles to Canyon City road. Ad. W. Edgar, driver of the stage. (Oregon Historical Society).

HUGH JACKSON CONTRACTOR 1899-1910; JESS M. GRAY, DRIVER

We are indebted to our old friend and only known living stage coach driver in Wasco County, Jess M. Gray, of Friend, The Dalles and now of Mosier, for the history of the final days of The Dalles to Canyon City stage run under Hugh Jackson, contractor from 1899 until it was disbanded in 1910 upon completion of the railroads up the Deschutes. During those final years it was a daily run leaving the Umatilla House, following the Old Dufur road through 8 Mile, Boyd, Nansene, Chicken Springs, Keen, Sherars Bridge, Flanagan, Bakeoven and Shaniko. From Shaniko G.M. Cornett took the run to Antelope, Burnt Ranch, Ashwood, Mitchell where another contractor went on to Canyon City. In bad weather Mr. Gray changed horses at Boyd, Nansene, Sherars Bridge, Bakeoven and nighted at Shaniko. In good weather one team would make it clear through altho it was a long dust 58 miles in the summer and a cold muddy or snowy ride in the winter and fall months. They would have to bundle up in sheep skin clothing until they could hardly move and still their bodies was chilled through and through by the cold east wind or the pelting rains or blinding snows that bore down upon them without mercy. In the final years the ranches, along the route, were served by "socks" or small pouches, hung by a clothes pin near the farm gates, and Mr. Gray, like other experienced drivers, could wrap his black-snake whip around the sock and draw it over to the stage without having to stop. He could cut a rattlesnake in two, with his whip, at 12 feet distance without stopping. He never wrecked a stage nor injured a passenger on the perilous grades often covered with snow and ice. They used Concord coaches when traffic was heavy and common 2 horse hacks when it was light. He said, "my service on The Dalles to Canyon City and The Dalles to Wapinitia stage lines was intermittent. During the spring and summer I operated my own freight line from Shaniko to Central Oregon and during the fall and winter I drove for Mr. Jackson. At times our passenger list contained some pretty hard looking men but I was never held up or molested. On the freighting runs to Prineville, Burns, Silver Lake, Bend or Lakeview I generally hauled merchandise, farm supplies, machinery, lumber, nails, liquor, clothing. No runs were made for any peticular outfit or business concern. On the return trips we brought back wool, hides, wheat, meat and other farm products. It was hard work, always away from home, exposed to all types of weather, muddy and boggy roads; snow, ice or dust, breakdowns, sick horses, broken harness, wagons or equipment; wagons sliding off the roads; dry camps without water, sleeping out under the stars; poor food or none at all; run-away teams which would beak up the wagons and scatter the merchandise. It was a hard life even when conditions were at their best. Most of the drivers were hard drinkers of bad liquor and lived short lives."

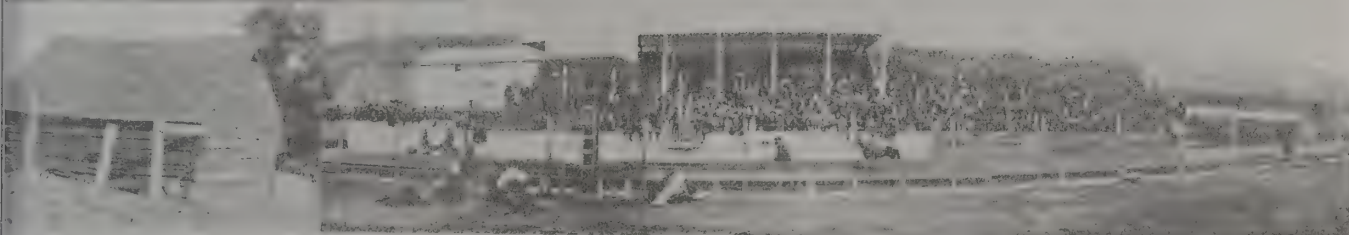
JESS M. GRAY

Jess M. Gray, last of our pioneer stage coach and freight wagon drivers, was born (1883) at Alkali (Arlington) Oregon; son of James L. & Susan (Hurst) Gray. He started out at 16 as a driver for Mr. Jackson on The Dalles to Shaniko run. He soon acquired enough to buy his own team and wagon for the summer freighting ventures, as outlined above. When The Dalles to Canyon City run was discontinued in 1910 he continued with Mr. Jackson who also had The Dalles to Wapinitia Stage line from 1910 to 1914. After that Mr. Gray made a trip to Mexico and was held prisoner by Villa, the bandit, for a time, returning to Oregon where he farmed in the Friend area. He married (1919) Emma Miller and has son Marion, City Carrier at The Dalles post office and Elden of The Dalles. He has retired to a little farm at the east edge of Mosier and is very active for his 70 years of hard stage coach a freight wagon life in that romantic chapter of our history. Mr. Gray is the last of our living Concord Statecoach men of old Wasco County and should be honored as such at our fairs, public gatherings and organizations while he is still with us. We acknowledge with thanks, his valuable contribution to this history and it will be appreciated more and more as time passes.



THE "PRINEVILLE STAGE" ON HORSEBACK

The Shastko to Prineville and Wend stages; 1881-1911 Upper part of page.



The Dalles Rodeo and Fair Grounds of 1913. Lack of interest with the fair to Pendleton and the fair to Tygh Valley.

Crates Cabin at Crates Point
Built 1849; burned 1948.
Oldest house in Wasco county.

BELOW

Col. Noyce's "Castle of The Dalles".
Built in 1863; burned 1905. The cost
was \$50,000 in 1863(\$250,000 in 1952)
making it by far the best home ever
built in The Dalles.

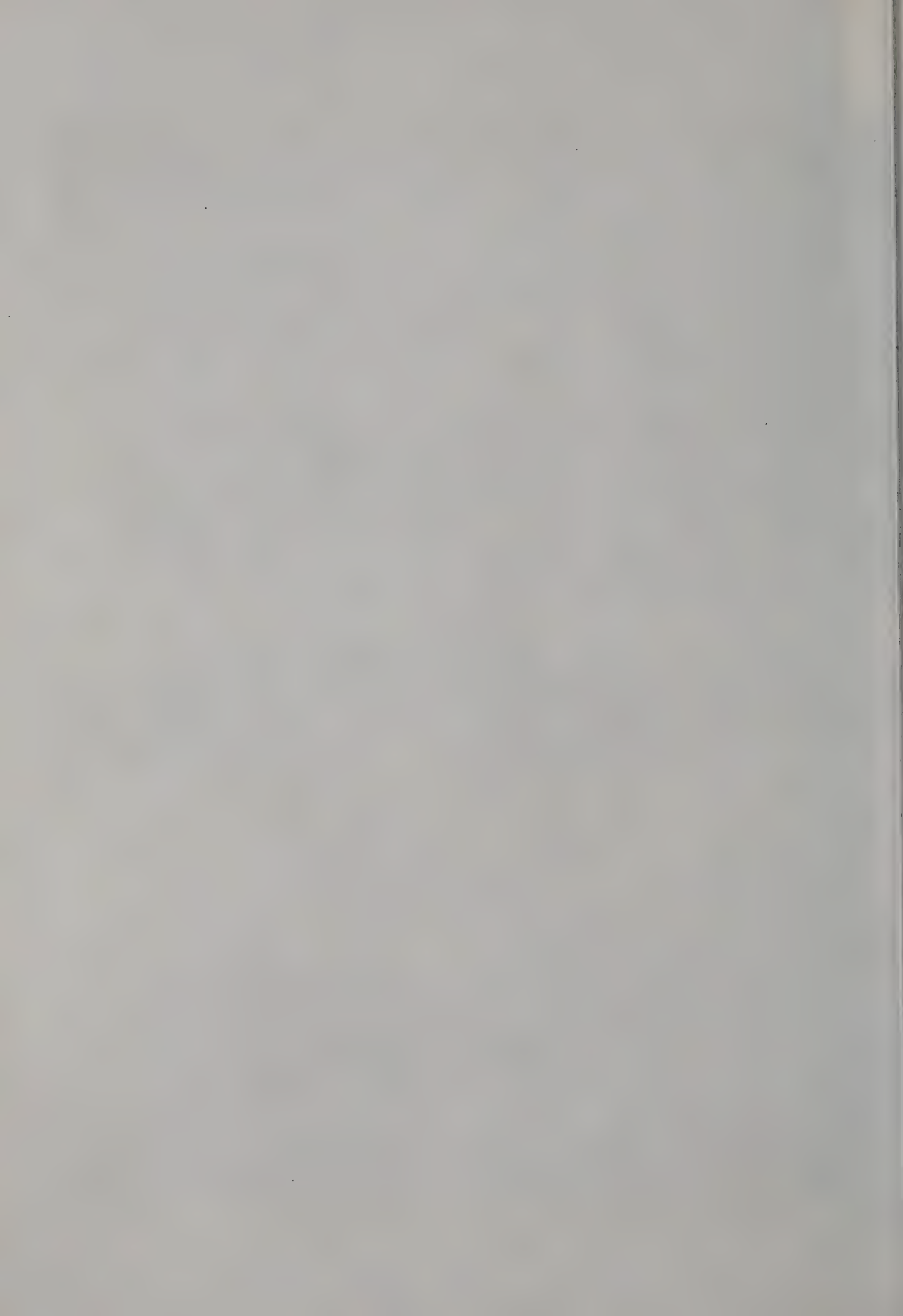
BELOW

The famous Ox Bow or Horseshoe bend on the Deschutes river about 4 miles
below Sherars Bridge

3252 "The Ox Bow," on the Deschutes River, Oregon.

ON LINE OF POWER & CO





THE DALLES TO PRINEVILLE STAGE LINE

It was in 1876 that The Dalles to Prineville stage line was established. This was the year G. M. Cornett, stage line operator of the Shaniko, Antelope, Mitchell area entered the transportation field and he may have been the contractor on the Prineville run for the Shaniko Leader in 1902 said, "G.M. Cornett has made the carrying of U.S. Mails a specialty since 1876. His present contracts(1902) are from Shaniko to Prineville; from Prineville to Burns; Shaniko to Antelope and Mitchell. Mr. Cornett has the best of coaches, good horses, careful and experienced drivers on all his stage lines and the travelling public may feel safe when they travel in one of the Cornett stages." Some of the stage coach drivers of Shaniko on these lines were:- Harry Adams, Chas. Adams, Dick Gaunt, Chas. Carey, Richard Hoffer, Wm. Neal, Wm. Prose, Walter Check, John Sumner, Benj. Doherty, Tom Hulzler, M. G. Miller, Tom Sharp, according to the Polk directory of 1905. The first service on The Dalles to Prineville run was weekly and as business warranted was increased until it became daily. Most of the Times-Mountaineer ads just mention "Prineville stage leaves the Umatilla House at 7 A.M." without naming the line operator. From 1876 to the building of the Columbia Southern railroad into Shaniko in 1901, the Prineville stage took off The Dalles to Canyon City route at Bakeoven Junction and went down through Cow Canyon to where it joined with the Antelope junction and went on to Prineville, cutting off at Hay Creek ---- junction with the Warm Springs Indian Reservation road. We presume The Dalles to Canyon City stage hauled the passengers to Bakeoven where they waited at Tom Burgess' Inn for the Prineville stage connection. After 1901 the Prineville stage operated out of Shaniko which was the rail terminus for Central Oregon until the completion of the railroad lines up the Deschutes river to Bend in 1911. In 1878 there was also a weekly mail and passenger stage that connected at Wapinitia with The Dalles to Wapinitia stage, served the Indian reservation and passengers went by way of Haystack to Prineville. This service was finally increased to daily. Al Jordan, brother of Earnest of 10 & Trevitt streets, was for years a driver on the Wapinitia to Warm Springs section of this run. Al went to Calif. in 1858 and drove horses to The Dalles in the early 70's with his brother Wm. They were among the forgotten mule and horse skimmers in The Dalles in the 1870's, according to Earnest Jordan.

THE DALLES TO WAPINITIA STAGE LINE

The Dalles to Wapinitia stage line was established in 1878 to serve the newly created post offices of Dufur, Kingsley, Tygh and Wapinitia. It first followed the Old Dufur road to Dufur, then the old road to Kingsley and Tygh, Victor and Wapinitia. Later it went up 8 Mile creek to serve the post office of Endersby(1892) and thence to Dufur. The line was established by Fred Gordon, according to Dee Woodside of Maupin. The History of Central Oregon says Alfred Sanford operated the line in 1882. He sold in 1883 to Jno. Sanderson, according to The Dalles directory of 1883. He sold to Hiram T. Corum and Silas Wm. Davis (the writer's maternal grandfather) (1885) who were jointly operating the hotel and store at Wapinitia. Mr. Davis continued to operate the stage line until his death in 1897. At first the service was only every other day, going out Mondays, back Tuesdays, out Wednesdays, back Thursdays, out Fridays and back Saturdays. In 1890 Dee Woodside said the service became daily.

Upon the death of Mr. Davis (1897) the McClure brothers (Albert, Jim and Milt) who were the Bondsmen for Mr. Davis, took the line over and operated it until the bond date expired. Milt McClure drove for a time. There were no Fidelity bond houses in those days so operators of government contracts had to get 3 persons to go their bonds and in this case the McClure brothers were the 3 persons. The stage drivers, while Mr. Davis operated the line, besides himself were his sons Edward and Wm. The stage left the Umatilla House at 6 A.M. and was often 7 and later at night getting in.

According to Jess M. Gray of Mosier, when the contract time of Hugh Jackson expired on The Dalles to Canyon City run in 1910, he bid in The Dalles to Wapinitia run and operated it until the contract ran out in 1914; and he (Mr. Gray) drove his final 4 years on this Dalles to Wapinitia run. Dee Woodside explained that when The Dalles to Wapinitia line suspended service in 1914 mail was brought over from Maupin to Wapinitia by Bink Capps for a time; then by Bernie Roberts; the trip being one roundtrip daily. Rail service brought the mail to Maupin. Nathan Hill was the first R.F.D. carrier out of Maupin, followed by Carl Pratt, Jim Beck, LeRoy Holt, Vernon Woodcock and Everett Hammer. Dee Woodside's father L.M. Woodside was the blacksmith at Wapinitia who, together with Dee, shod and cared for the stage horses and other equipment that helped "permit the mails to go through."

Walter Woodside carried the mail from Wapinitia to Simnasho on the Indian reservation. In the early 90's on a trip to Simnasho with the mail in a buckboard they had to ford the Warm Springs river. It was too high and upset the buckboard and one horse and one passenger was drowned.

ANTELOPE TO MITCHELL DISCONTINUED

The Optimist for July 9, 1914 said, "The Antelope to Mitchell Stage Line, in operation for 40 years or more, is a thing of the past. The Democratic administration not being willing to furnish mail to such a strong Republican settlement as that along the John Day and Bridge creek, fearing possibly, some campaign literature might get out that way and win over some democrats, if there are any left." On Aug. 1, 1924 daily train service to Shaniko was cut to 3 times a week. Later, during World War 2 the rails between Shaniko and Grass Valley were torn up and now Shaniko and Antelope are served by mail trucks which leave The Dalles at 6 A.M. for Sherman county cities and those two in Wasco county.

THE DALLES TO ELLENSBURG STAGE LINE

The Dalles to Goldendale, Yakima and Ellensburg Stage, express and mail line was established in 1871 by Thomas Johnson of Goldendale, according to the Klickitat Valley Days, a history by Robert Ballou at the Oregon State Library at Salem. Thomas Johnson came to Klickitat county in 1861 as a cattle raiser with Wm. Counell and Wm. Hill to Maryhill. He built the first house in Goldendale and used the front room for a store. He owned a flour mill and sawmill at Goldendale. In 1871 The Dalles to Goldendale stage run was started by Mr. Johnson. His nephew Almon Baker was the first driver assisted by Ike Darland and Billy Gilmore. Mr. Johnson moved to Ellensburg in 1881 and sold the stage line to Wm. Dickson.

It was considered 30 miles from The Dalles to Goldendale over the old dirt road; 102 miles to Yakima and 154 to Ellensburg. They had relay stage stations about every 15 or 20 miles. At the summit of Simcoe mountain (Satus Pass) was one of the most important stage stops for changing horses in both directions. Way stations were Happy Home, Goldendale, Summit (Satus Pass), Tenna Washie (Satus Creek), Lower Crossing (Toppnish), Yakima, Naches river and Ellensburg. The overnight stations were Goldendale, Yakima and Ellensburg. It took a week for a roundtrip in good weather. The stage coaches were made in Goldendale by Phil Carwell. They used 50 head of "range bred" horses, a wiry type with much endurance. Most of them were put in the harness without enough training and would run themselves into exhaustion on the first few trips, trying to pull the whole load or "get away from that dreadful noisy dragon that kept following them no matter how fast they ran."

Some of the drivers on the old Dalles to Ellensburg run were Issac Darland, Wm. Gilmore, Brigham Young (not the Mormon), Al Lillie, Joe Lillie, Al Lockwood, Wilbur Ostrander, Dan Sherer, Wm. Bennett, Howard Marshall, Jim Stice and Ed. Phillips. From The Dalles there was Richard French who listed himself in The Dalles directory of 1898 as a stagecoach driver and who has told many of the older post office boys about being a driver on The Dalles to Goldendale section of this run. He was later a City Carrier in The Dalles and Money Order clerk in the post office retiring in the 1930's.

CROSSING THE COLUMBIA RIVER ON THE ICE

In addition to the usual hardships all stage coach drivers suffered due to weather and roads, the drivers on The Dalles to Goldendale and Ellensburg run also had the Columbia river ice to contend with in the winter; and the "double winter" of 1893 was the toughest of all. The river froze over the first time the fore part of November 1892 and "went out" around the first of December; then it froze over in January 1893 and didn't go out until March. Some of the time it was 30 below and the stage drivers had "good ice" to walk over on; other times it was warmer and they had "rubber ice", a thin type that required the use of a boat. Often the drivers would fall through the rotten ice up to their arm pits into the ice waters of the Columbia and have to crawl out with wet clothing and "seek a new path" to shore. People would line the walls and windows of the Umatilla House watching the mail carrier wind his way through the ice to the Washington shore. If he made it safely to shore then "everyone knew the ice was safe", all monetary bets were paid and the luggage carriers brought over the baggage and mail, while the passengers walked across the river on the ice following the mail carrier's trail. But if the mail carrier fell through the ice then "everyone knew the ice was NOT safe. The stage driver was a "fool" for trying to walk over the ice when he fell through; and he was "smart" if he made it safely. But whether he was a fool or a man of wisdom, in the estimation of the Umatilla House "sages of wisdom", the stage driver had to always go over FIRST to pave the way and prove it could be done. After he went over the whole town could cross safely. There were times when he could actually drive his stage across the river with his horses and passengers and such times was ample proof to draymen, deliverymen, and farmers "that the river was safe for teams to be taken across." During normal times they always crossed on the ferry which has been in operation for years, the first ferries being operated by oarsmen and sails before the steam ferry which operated for a time on a cable.

Capt. Jay Price is quoted as saying the first military mail route from The Dalles to Walla Walla was started in 1862; and converted into a regular run in 1864. In 1868 he says John Haley of Yakima extended the line from The Dalles to Boise as the Northwest Stage Co. The first mail was delivered to Yakima by pack horse from Umatilla in 1866 and service was extended to Ellensburg in 1871.

MAILS DISTRIBUTED HERE IN 1882

The Times-Mountaineer of April 12, 1882 said, "The Dalles is a distributing point for the interior of Oregon and Washington for the U.S. Mails which show a heavy increase, especially in eastern papers. The Yakima newspaper mail, formerly carried on a pack pony, now takes 10 large mail sacks. The contract for carrying mail has not been changed from boats to the trains yet and considerable inconvenience is sometimes experienced by transfer in this city from boats to cars. Last Wednesday the locomotive and tender went down to the wharf boat and the quantity of mail received, when piled up in front of the Umatilla House, made a very good showing."

THE CONCORD STAGE COACH

The best made stage coach was the Concord made since 1813 by J.S. Abbott & Co. of New Hampshire. The Troy stage coaches were made by Eaton, Gilbert & Co. of Troy, N.Y. The Celerity wagons were made by James Gold & Co. of Albany, N.Y. The Concord coach was made of Ash and held together by iron, the body resting on strong leather straps extending from front to rear axels. The passenger compartment "rolled" rather than bounced. The center of gravity was low making it harder to tip over. It would accommodate 9 passengers on 3 inside seats, 2 on the driver's seat and a dozen on the "dicky seats". They weighed a ton and cost \$1500 and pulled by 4 or 6 horses. Passengers were strapped in to keep from being thrown out on rocky or chuckhole roads. (Oregon Country by O.B. Winters).

The LOST MEEK CUT-OFF TRAIN OF 1845

No history of The Dalles is complete without an account of the hardships, starvation, thirst and death suffered by the members of the Lost Meek Cut-off Train of 1845. It is the "Donner story" of Oregon and while it has not received the publicity that the Donner party received, their sufferings were just as great in many respects.

Lucy Jane Hall, daughter of the train Captain Lawrence Hall, in the 1905 edition of the Souvenir of Western Women, loaned for this historical work by Mrs. Fred Houghton, had the following to say:

My father Lawrence Hall was elected Captain of our train of 30 wagons and about 50 men. Our most serious troubles began when we took the Stephen Meek cut-off (from Idaho through central Oregon). He represented that this route was much shorter than the Old Oregon Trail and that there was no danger from Indians. By vote it was decided to follow Mr. Meek and a contract was signed to pay him for his services. He agreed to pilot the company through safely in 30 days or "give his head for a football." All were to take turns hauling his goods. He and his wife were on horseback. After 3 weeks on our new route Mr. Meek one day exclaimed, "My God, we are lost."

We moved on until night. There was neither grass nor water to be found. All night the men sat by camp fires listening for reports from those who had gone in search for water. If any was to be found 3 shots were to be fired in quick succession; if not 3 shots at intervals. At sunrise no sound had been heard. The train moved on through sage brush and across dry creek beds which mocked our thirst. We journeyed till noon when 3 shots at intervals sounded like a death knell to us. The men stood in groups talking over the situation. Mothers were pale and haggard. The party moved on. About night the 3 quick shots were heard proclaiming water had been found. All pushed forward with renewed energy. When in sight of water the thirsty oxen broke into a run and rushed into the water and drank until they had to be driven out.

"We were saved, thank God," cried Stephen Meek, "for I now know my way." He could locate the trail to The Dalles from this stream. The teams were in such bad condition that we stayed there 3 weeks! Many were sick and some died and were laid to rest in this camp. Mr. Meek would have given his head for a football had he and his wife not made their timely escape. When we reached the Deschutes the Indians made us understand that a man and a woman had crossed the river a short time before. The man swam the river, leading his horse, and an Indian swam over with the woman on his back. Other Indians tied her clothes on their heads and swam across. We did not hear of the Meeks for more than a year after this.

We were lost in the mountains 6 weeks. The way was rough beyond description. The women and children walked most of the way. On reaching The Dalles Meek told the Missionaries that a party of emigrants were in the mountains. A white man and 2 Indians were at once sent out from The Dalles in search of our company. When found, we people were on the verge of starvation. But for the provisions brought by the scouts, many, if not all would have perished. It took a week more to reach The Dalles when guided by these men. (See report of missionaries under Methodist Mission for further condition of survivors).

Albert Allen related the following story about the Meek Cut-off Train to Margaret Walker which was published in an October 1921 edition of the Chronicle:

I was only 2 years old when I came across the plains with the Meek Cut-off Train in 1845 and my father and mother said there were 80 wagons and 1000 head of stock. When we reached the Deschutes river near Sherar's Bridge, the men swam the river on their horses and stretched ropes from one side to another. The wagon boxes were caked up with cloth and used as ferry boats and towed across by ropes! The people and provisions were carried across in this way.

THE BLUE BUCKET MINE

We had a Solomon Tethrow in the Meek Cut-off Train and one day we made a dry camp at the head of Crooked river. Tethrow was driving cattle across a dry gulch when he noticed some peculiar yellow stones being uncovered by the cattle. He picked up one but did not think it had any value. After gold had been discovered in California, some of the nuggets were sent to Oregon and when he saw them he said, "Why I could have picked up a blue bucket full of them at the head of Crooked river!" Since blue wooden buckets were in common use in those days the place became known as the "lost Blue Bucket mine." While a great many attempts were made to find the locality it has never been located.

When we arrived at The Dalles we camped where the Umatilla House is and Indians were hired to take the women and children down the river in canoes. The men and boys drove the stock over Indian trails to where Linnton now stands. We settled near Salem. I served in Co. A. 1st Ore. Infantry in 1854-55.

In another article in the Chronicle by Lulu Crandall she stated that Gov. Woods and Dr. James Mc Bride searched for the Blue Bucket mine near the head of the Malheur river where a nugget was found by Henry Marlin of the Meek train. His blue bucket and nugget therein floated away when they forded the Deschutes near Sherars Bridge. The Gov. Wood party was driven out by unfriendly Snake Indians. In 1858 Dr. McBride took 28 men from The Dalles into that country in another unsuccessful hunt. Later Henry Marlin, who made the discovery made another unsuccessful search. He was father of Mrs. J.B. Crossen, whose husband was Dalles postmaster in 1885. Dr. McBride was minister to Hawaii in 1865 and tipped off the State Department that Russia wanted to sell Alaska which we bought for 7 million.

The LEWIS & CLARK FAIR

The following article appeared in the 1905 edition of the Souvenir of Western Women written by Jefferson Myers, President of the Lewis & Clark Exposition held in Portland in 1905 and loaned by Mrs. Fred Houghton for this historical record:

The Lewis & Clark Exposition originated about 3 years ago by the Oregon Historical Society. The purpose is to commemorate the 100 anniversary of the expedition of Capt. Meriwether Lewis and Capt. Wm. Clark. The object in celebrating this historical event is to demonstrate to the commercial world and to the citizens of the U.S. the great possibilities of this western country. The citizens of Oregon subscribed most liberally to meet the expenses of this Exposition, and the state appropriated one of the largest sums ever granted by any state for a similar purpose. The federal government made an appropriation next in proportion to the World's Fair at Chicago (1893 celebrating the discovery of America) and the St. Louis Exposition. (This was the only national Exposition Oregon ever held.)

The state of Oregon is possessed of a large amount of undeveloped resources and a vast area of government land which is open to settlement under the homestead law. The scenic beauty of the country will present a wonderful panorama to the visitors. The Pacific coast is the Switzerland of America, with its streams of clear sparkling water, its snow-capped mountains and its magnificent forests. A country full of beautiful wild flowers and sweet song birds. There is opportunity for the miner, the agriculturist, the horticulturist, the livestock producer, the deep sea fisherman, the timberman, the business man and a host of others.

The Lewis & Clark Exposition will cover an area of about 400 acres, in the center of which is a natural (Guild) lake. The cost of this Exposition is estimated to be about \$5,000,000 (\$25,000,000 1952). It will be participated in by nearly every foreign government, by the government of the U.S. and nearly every state and territory within the union. A great number of private exhibits by manufacturers and others will be shown. It is the purpose of the management to secure at the close of the Exposition a very large collection of these exhibits for a commercial museum in Portland. True Western hospitality, such as prevailed among the pioneers who crossed the plains many years ago, will be cordially extended to all guests at this crowning event of the natural life of this land of Lewis & Clark, "Where Rolls the Oregon."

The Wilhelm Coast Magazine of May 1905, from Mrs. Fred Houghton's Library, on the Lewis & Clark Exposition said:

The Lewis & Clark Exposition to be held from June to October 15 will be the first universal exposition ever held under national patronage west of the Rocky mountains. The site, the most beautiful ever utilized for such a purpose, contains 406 acres within the city of Portland. It embraces a natural park, a large lake and a peninsula which projects into the lake. From the grounds 4 snow capped mountain peaks, Mt. Hood, Mt. Ranier, Mt. St. Helens and Mt. Adams are visible.

The main structures, 10 in number, cluster at the crest of a slight elevation overlooking Guild's lake, a natural basin for the exposition. Around them are grouped the state and territorial pavilions and other smaller structures. The government buildings represent an expenditure of \$800,000, are located on the peninsula. All but the Forestry building are built on one architectural scheme of the Spanish Renaissance. The forestry building (still standing) is an immense log palace covering half a city block and a tribute to the timber resources of the northwest. Guild's lake is spanned by the Trail and Bridge of Nations, 2000 feet long and is the amusement street of the exposition.

The railroad companies have made exceptionally low rates of \$45.00 for a roundtrip from Missouri and \$56 from Chicago with liberal stop over privileges for side trips. The exposition is no child's play, it is a national affair meriting the attendance of everyone who is interested in a study of their country and the benefits are beyond the measurement of word or pen. For those who come from east of the Rocky mountains the greatest of all exhibits is NOT within the fences of the exposition, but rather the Oregon country and climate is the grand and most wonderful exhibit of all! Who has not awakened in the morning, during our summer months when the heat is bringing death to those in the east, feeling refreshed in slumber and able to breathe the lungs full of life-giving, cool, invigorating sea or mountain air? When the rigid cold of the winter holds the east in its frigid grasp we have balmy sunshine, scorning an overcoat.

The magazine displayed an excellent photo of Guild's lake showing the Federal building, the peninsula containing the amusements, the boats on the lake of Venice, Italy type, the agricultural palace, the liberal arts building, the Forestry building, which still stands out near Montgomery Wards store and the European Exchange palace.

A notation was made, in the same magazine that the Columbia valley section of Washington with its timber, wheat, livestock probably contributed more to Portland's prosperity than did Oregon towns and similar resources. Washington's Alaska-Yukon Expedition of 1909 matched the Portland fair.

Attractions at the Lewis & Clark Fair

The Infant Incubators always had a crowd around them. In nickle-trimmed glass-fronted cases, breathing sterilized air from 85 to 100 degrees, lay tiny babies, prematurely born and struggling for life. The incubator is a wonderful invention and well worth seeing.

The Siberian railroad of Russia had a panarama canvass which was rolled past the car windows at which the "passengers" could look and see the country as it "rolled" by while an attendant described the country represented. The battle field of Mukden and Port Arthur were shown. (This was the closest approach to movies that had yet been attempted.)

The Devenport farm showing the little miniature mowing machine going round and round the alfalfa field, the hay falling just as naturally behind the sickle as it did on the farm, later rising back into position for the mower to re-cut on its next round, was a very clever reproduction of a piece of farm machinery in operation and always had a crowd of farmers near. The little horses walked as in life and the little sickle cut about a 6 inch swath. It was all done by electricity and electrical magnets and advertised the mower.

The small animal show with its dogs, monkeys and birds was swamped with children. The Klondike, Alaska mining exhibit drew the old California prospectors, the 1880 miners and college geologists and mineralogists. The Burns Cottage, the Haunted Castle, the Diving Elks, the Temple of Mirth attracted the young folks.

The big water show called the Carnival of Venice was the spectacular feature of the Trail and Bridge of Nations. It was a water carnival put on out in Guild Lake on the Venician boats which so many visators rode in during the fair.

Attraction features to draw people into the side shows included the Christain Devil dressed in black and with his forked tail and horny head; the fat lady who weighed over 400; the streets of Carlo; the Russian convict mascot of that country; the Igorrote woman of the Philippines wearing Paris attire; the Roly-poly; the shoot the chutes; the candy man who gave away the candy and sold the sacks; the Venician boatman who was always losing money on the price of his boat rides; the many musical bands.

No fair ever held was brighter, cleaner, more appropriate or successfully terminated.

---Coast Magazine, October 1905.

WASCO COUNTY PARTICIPATES IN LEWIS & CLARK FAIR

Wasco County had a very attractive booth at the Lewis & Clark Exposition in 1905. It was prepared by The Dalles Business Mens' Association and C.L. Schmidt, Secretary-Manager was in charge with various other business men as assistants. It was located in the Oregon Building. The space allocated was approximately 30 X 30 feet. In the background Mt. Hood and Mt. Adams was built upon the top of the back 9 foot wall, out of cotton. Benj. A. Gifford's photoes of Celilo Falls and Freighting in Central Oregon graced the back wall with his Lost Lake photo and data on county resources. The back table contained flowers, cerials and some dried fruits.

The main forward table contained largely boxes and plates of various types of apples, peaches, potatoes, vegetables and flowers, - the latter being arranged in vases at stragetic points. The out-of-season fruits were contained in glass jars filled with alcohol for preservation. It will be remembered that at that time Hood River was a part of Wasco county and the growing of apples, which predominated in the display, was a Hood River activity. There were also more apples grown in The Dalles and Mosier areas than now.

In the center of the booth was displayed a banner, (hung from side pillar supports) on which was painted the American Eagle and over the eagle the words WASCO COUNTY. In large circular wooden letters, about 18 inches, above the banner in arch form, again appeared the words WASCO COUNTY and above them the word OREGON. Oregon Grape hung from the top and bottom of the arched sign. The booth was fensed in with a very attractive railing. The floor and the interior of the Oregon building was common undressed lumber.

The Wasco County Court published a special pamphlet for circulation by booth attendants and The Dalles Business Mens' Association, portraying the advantages and good points of the county. It was well illustrated with fine photoes. A copy of that pamphlet can be seen in the Oregon State Library at Salem. The County Court and Wasco County Fair Board assisted in the preparation and cost of the booth. Since this was the only World Fair or Exposition ever held in Oregon, we have considered it worthy of mention in some detail. Excursion boats to and from the fair were crowded with people who made the trip up to The Dalles and return and nearly every Wasco county resident who could, attended the fair at least once and pioneers still talk about it.

THE OLD OREGON TRAIL

As early as 1811 our historians record the W.P. Hunt Expedition to Oregon, with 60 men, following the Old Oregon Trail west from Independence, Mo., up the Platte, across South Pass in Wyoming through the Rockies to Fort Hall (Idaho) which they established as one of the Pacific Fur Trading posts. They were guided west by Madam Dorion and she may be credited with "blazing the Old Oregon Trail in 1811." Like Sacajawea who guided Lewis & Clark across the Rockies in Montana and northern Idaho; again a woman was given the inspiration which led the men on through to Oregon, a vast wilderness of the west. In 1812 the British claimed Oregon. Joint occupancy was agreed upon by the treaty of 1818 but during those 6 years the Northwest Fur Co. of Montreal, Canada dominated the Oregon country. In 1821 the Hudson Bay Co. moved in, consolidated with the Northwest Co. and dominated Oregon for the next 22 years until their power was broken by Dr. Marcus Whitman when he led the 1843 emigration from Missouri to The Dalles over the Old Oregon Trail.

Bonneville Expedition

In 1821 Capt. B.L.E. Bonneville (after whom Bonneville Dam is named) led an expedition of 100 men over the Old Oregon Trail. He lived for 2 years with the friendly Nez Perce Indians in Idaho. Many of his men joined the Hudson Bay and other outfits and stayed in Oregon as our first settlers.

Other Expeditions

In 1832 Captain Nathaniel Wyeth (after whom Wyeth is named) followed the Old Oregon Trail to Fort Hall for the American Fur Trading Co. and came on west with Jason Lee and other missionaries. He returned east over the Old Oregon Trail in 1833 for supplies and to make a report to his company and organized a party for 1834 which included the FIRST WAGONS over the Old Oregon Trail brought west by both his party and Dr. Marcus Whitman; a missionary, to Walla Walla with the first white women, except for Madam Dorion who was part white. The J.K. Townsend Naturalist Expedition of 1834; other Missionary expeditions of 1838 and 1840; the Chas. Wilks expedition of 1841 were all over the Old Oregon Trail. Then in 1842 Dr. Marcus Whitman made his mid-winter trip east to plead with Pres. Tyler to keep Oregon for the U.S. and pledged to lead the first big emigration by wagons over the Old Oregon Trail from Missouri to The Dalles in 1843, which he did.

First Big Emigration

It was 1788 miles from Independence, Mo. to The Dalles, Oregon Territory. Dr. Whitman had left word in Missouri, as he went east in 1842, that he would return in the spring to lead emigrants to Oregon and to be assembled and ready to go as early as possible next spring (1843). Among those emigrants appeared Joel Palmer (see biography of on page 81) and he kept a detailed diary of the journey. In 1844 when he returned east for his family, he published his "Guide For Emigrants", which explained in detail all the needs for the journey thus eliminating lots of suffering by helping them to be properly prepared and the "Palmer Guide for Emigrants" was a "best seller" in the east for the next 30 years! This first emigration of 1843 was also accompanied by the Freemont military expedition with illiminated Indian dangers to The Dalles.

The Old Oregon Trail was the best known and most widely publicized of all our pioneer trails and roads. Independence, Mo. was its eastern terminus and The Dalles, Oregon was its western terminus. Lovers of Wasco county history should NEVER forget that important historical fact. Being the most historic and widely publicized road in America it is little wonder that all the western cities of Oregon and Washington claim they were the terminus. Their claim is no more justified than would be a claim of New York City or Boston as an eastern terminus, "just because some New York emigrant might have drove west to Independence and thence to The Dalles as an emigrant."

Upon reaching The Dalles the emigration of 1843, 1844 and 1845, either walked over the cow (cattle) trails to Oregon City or floated down the Columbia river on rafts. There was no wagon road of any kind, west of The Dalles in those years, so we can't see how, by any stretch of the imagination, other Oregon and Washington cities have any claim as a "Western Terminus" for the Old Oregon Trail! Even after the Barlow toll road was built across the Cascades from Wamoc to Oregon City in 1846, The Dalles was still the end of the Old Oregon Trail, and continues to be to this date (1952) for highway 30, west from The Dalles to Astoria, Oregon, on the coast, is known as the Columbia River Highway and NOT the Old Oregon Trail, despite the tin markers erected on the Columbia river highway giving the public mis-leading information!

Distances

As stated above, the distance from Independence, Mo., the eastern terminus of the Old Oregon Trail to The Dalles, the western terminus of the Old Oregon Trail is given in all our histories 1788 miles. From Independence to the Kansas river it was 81 miles; from the Kansas to the Big Blue river 93 miles; from there to the Big Crossing 120 miles; to the Lower Crossing 45 miles; south fork to the north fork of the Platte 20 miles; Ash Hollow to Chimney Rock 58; from there to Scotts Bluff 25; to Fort Laramie 36; Ft. Laramie to North Fork of Platte 126; From there to Independence Rock 45; to South Pass 109; South Pass to Ft. Bridger 114; Ft. Bridger to Soda Springs 136; Soda Springs to the California Junction 6 miles; from the Junction to Fort Hall (Pocatella, Idaho) 56; Fort Hall to Snake River 162 miles; Snake river to Ft. Boise 116; Fort Boise to Grande Ronde (La Grande, Ore.) 132; La Grande to Umatilla river 50 miles; Umatilla river to The Dalles 115; total 1788.

If Oregon City had been the terminus histories would have quoted the mileage as 1889. If Astoria were the terminus it would have been listed in histories as 1888, and the same for Washington points. We should not be quite ready to let other Oregon, Washington or California cities claim terminus honors. The Dalles always was, still is and always will be THE END OF THE OLD OREGON TRAIL!

Ezra Meeker

There was probably no greater authority in America than Ezra Meeker, on what constituted the Old Oregon Trail and its terminals! He was a covered wagon pioneer of the big emigration of 1852 from Independence, Mo. to The Dalles, Oregon, where he ABANDONED his wagon(prairie schooner)because there was no fit road west of here to take it over, and continued the journey by boat. In the clipping files of Lulu D. Crandall, early Dalles historian(see page 68 for biography)we find an item of the Chronicle, March 10, 1906:

Ezra Meeker arrived in The Dalles on the Bailey Gatzert with his wagon and oxen for his "return trip across the plains. His first trip west was made 54 years ago(1852) when he camped here for the first time. This(The Dalles)WAS THE END OF THE OLD OREGON TRAIL. He went down the Columbia by boat, leaving his wagon here. He never found it again. J.L. Kelley, mayor of The Dalles allowed him to park his covered wagon on Liberty street at Union street park, preparatory to the dedication of the band stand and Old Oregon Trail monument.(The band stand was part of the old 4th & Laughlin school.)

On March 11, 1906 that monument bearing the legend END OF THE OLD OREGON TRAIL, 1843--1906, was dedicated by Ezra Meeker.(The writer of this history has a photo of this dedication ceremony.)The weather was cold and the attendance was small. He said, "The world will little note nor long remember what we say here, but it can never forget what they did here(Lincoln); and may we repeat here on this battlefield of peace, that it was not the bloodiest in history. While Lewis & Clark, 100 years ago(1906)transversed this country, it was the pioneers in great numbers that made it American. In 1843 the first wagons reached THIS SPOT and claimed it for America! I will retrace the Old Oregon Trail but will make no attempt to follow exactly the tracks of the old trail, only parallel on modern roads, and where the trail crosses the road, I shall mark it with a stone marker."

Ezra Meeker arrived at Indianapolis, Ind. Jan.1907, travelling 2600 miles by oxen and the Jan. 6, 1907 issue of the Indianapolis Star had a full page of photoes, among them being Benj. A. Gifford's photo of Meeker dedicating the monument at The Dalles, his historic starting point. The article went on to say that Meeker left his Eddyville, Ind. home in the fall of 1851 for an early spring start to Oregon in 1852. It stated he set 20 markers on the Old Oregon Trail at The Dalles, Pendleton, Baker, Boise, Pocatello, Casper, North Platt, Grand Island. It was a long trip for an old man to make and he was at one time a Printer's Devil on the old Indianapolis Journal. He went on to Washington, D.C. and was photographed on the White House lawn with his ox-team and covered wagon with President Theodore Roosevelt. In New York he had to have a special permit to drive his oxen Buck & Briget down Broadway. These oxen now stand stiff in their hides in the historical museum room at Tacoma, Wash. Before starting on the journey he camped at the Lewis & Clark World Exposition in Portland in 1905 and every day paraded for the fair visitors and training his oxen. He settled definately the question of the END of the Old Oregon Trail when he said:

"THE END OF THE OLD OREGON TRAIL IS AT THE DALLES. HERE THE ROAD ENDED. THE EMIGRANTS TOOK SCOWS AND RAFTS ON DOWN THE COLUMBIA TO THE WILAMETTE VALLEY."

L.L. Lanesaid Meeker had his oxen shod at Lane & Sexton's blacksmith shop at 210 Jefferson, both times he was here with them. His next(third)trip was made in March 1910, at which time he dedicated Harbor Rock, at First & Union, from which all surveys in The Dalles were taken.

Meekers 1910 Trip

The Oregonian of March 5, 1910 said: Ezra Meeker and his oxen Dave and Andy are about to arrive at The Dalles(by boat)on their trip east over the Old Oregon Trail, a 2200 mile journey to Kaw, Mo. Dave made the trip in 1906 but Andy was bought at Omaha after the other oxen died. They expect to start from The Dalles March 15, reaching Kansas City, Mo. in 6 months. The wagon is a replica of the old trail wagon, with box for forging streams. The trip will cost about \$5000 and will be made to mark the trail. In 1906 the attention was toward granite monuments in towns but now he plans to set posts, suitable for monuments or markers with the date, number of the monument and location. He will report to the secretary of war, so that Congress may make an appropriation for work and to make it official. In 1910 he camped on the George Rush lot at 2nd & Jefferson and sold books to pay for the expenses of the trip.

In 1915 his trip was made by automobile from east to west and helped draw attention to the San Francisco World Fair as well as the Old Oregon Trail. In 1924 at the age of 93 he made his famous "air trip" from east to west, "over the Old Oregon Trail" with Lt. Oakley G. Kelley. In 1928, at the age of 95 he made his last trip by automobile as a representative of the Old Oregon Trail Association. He had obtained the approval of congress to mark highway 30 as the Old Oregon Trail and the U.S. mint coined a special 50¢ piece, which he sold for a dollar, to help raise funds for marking purposes. The banks in The Dalles sold 2000 of the coins(but try and find one today). Mayor P.J. Stadelman welcomed Geo. Johnson Pres. of the Pioneers' Association and N.J. Sinnott, congressman who, with Meeker, were interested in the project. This last auto trip was from New York to Portland. He spoke at the Elks Temple on his 1928 trip.

On his 1910 trip east by ox-team, he stopped at Fairbanks for a day or two and interested Issac Remington in erecting a monument at the intersection between the 15 Mile creek market road and the Old Oregon Trail(Moody)road. Mr. Remington made the monument out of concrete and fashioned an ox yoke, by hand, and attached that to the monument which attracts public attention.

It was his last(1928)trip for the Old Oregon Trail Association, erecting markers all the way through to Astoria and Seaside, which gave those cities their "claim" as being at the end of the (1928)Old Oregon Trail highway; but not the origional emigrant road which ended at The Dalles.

First Emigration Over Old Oregon Trail- 1843

The Portland Oregonian of June 17, 1875 gave the Col. James W. Nesmith, U.S. Senator from Oregon, version of the first wagon emigration over the Old Oregon Trail in 1843, led by Dr. Marcus Whitman.

The emigrants of 1843 assembled at Independence, Mo. on the 17 of May, 1843. Notices were posted that a meeting for organization purposes would be held the next day at such a time and place and everyone attended. After the general speeches on the need for going west and the merits of the Oregon country, John Grant was elected Captain. He was an old mountaineer and trapper who had been as far west as Green River (Wyoming) and he assured us of the possibility of getting that far. Green River was NOT half way to the Willamette Valley, but we trusted to the future and followed his leadership. Dr. Marcus Whitman overtook us before we reached Green River! He was familiar with the whole route and was confident that wagons could get through to Oregon! The road to California was in use from Ft. Hall.

Fort Hall

Capt. Grant was in charge of the Hudson Bay Co. trading post at Fort Hall (Idaho), the only habitation since leaving Independence. He endeavored to dissuade us from proceeding any further with our wagons. He pointed to a few wagons that the emigrants (missionaries) of 1842 had abandoned there, as evidence of the impracticability of our trying! But Dr. Whitman persisted in his assertions that wagons could get through as far as the Grand Dalles (The Dalles) of the Columbia river, and from which point they could be taken down the Columbia river on rafts or batteaux, to the Willamette Valley, and stock could be driven over the Cascade mountains by Indian trails. Dr. Whitman's advice prevailed and a large number of wagons did reach The Dalles via Walla Walla. Some of the wagons were taken to the Willamette Valley next year.

Chief Sticcus Blazes Trail Over Blue Mountains

At Fort Hall we were accompanied by Cayuse and Nez Perce Indians, returning from a buffalo hunt on the plains. Dr. Whitman proceeded on to Walla Walla to doctor some sick Indians. He appointed an old Cayuse Indian Chief called Sticcus, who was familiar with all the old Indian Trails and geography of the country from Fort Hall to Walla Walla and The Dalles, as our guide! He could speak no English, and none of us knew any Cayuse, but he safely guided us over the roughest wagon route I ever saw! to Walla Walla. He was the only Indian I ever saw that I thought had any conception of the Christian religion. He remained neutral during the Cayuse Indian war and did not participate in the Whitman massacre. ---Oregonian June 17, 1875.

Dr. Marcus Whitman

The account of Dr. Marcus Whitman's ride east in the dead of winter (1842) across the Rocky mountains, Colorado and other rivers to appeal to Pres. Tyler to save Oregon for the Union, and to lead the above 1843 emigrants out, is given on page 3 of this history. There was 1000 emigrants in that first wagon train. Dr. Whitman was guide, physician, friend, counsiler, first up in the mornings and the last in bed after seeing that all was secure for the night. He was attendant for both livestock and humans. He was the pilot at unknown fords. He selected camping spots for noon and night. He was the arbitrator of quarrels, director of procedure, religious leader, human dynamo of eternal strength!

It was no wonder that Capt. Grant, at Fort Hall, was dumbfounded with amazement when the wagons and 1000 human beings, headed for Oregon appeared there in 1843, under Dr. Whitman's guidance! The Hudson Bay Co. was "licked by Dr. Whitman" if those emigrants successfully reached Oregon! He was powerless to stop them! On they went to the Blue Mountains. It wasn't Dr. Whitman that took them over the Blue Mountains. It was the old Indian Chief Sticcus, who couldn't even speak English, that found the wagon trail when the Hudson Bay Co. said "it can't be done!" But they cut their way through the Blue Mountain timber in 5 days!

At Walla Walla the train split and those desiring to float down the Columbia in dugouts, canoes, rafts, batteaux, went on down to Wallula, under the guidance of Jesse Applegate and embarked on the various river craft to Celilo Falls where they portaged their possessions to The Dalles and awaited the arrival of wagons, led by Col. James W. Nesmith and accompanied by Dr. Marcus Whitman as far as DeMoss Springs, in Sherman county, where he returned to Walla Walla. At The Dalles all the wagons were abandoned. Possessions were placed on log rafts and floated down to the Cascades, portaged, reloaded for the trip on down the river and to Oregon City. Cattle and horses were driven over the Jason Lee cattle trail via Lost Lake, Bull Run river and Sandy to Oregon City. General Freemont's military exploration party followed the emigrants to The Dalles where they camped for 2 or 3 weeks at the Logan Spring (15 & Dry Hollow road) while they went to Vancouver for supplies from the Hudson Bay Co. Ninevah Ford and Jess Applegate families were the first to reach The Dalles in 1843. The Indians, at the mouth of the Deschutes, ferried women and children over in canoes. Oxen waded out to and across the island and to the Wasco county side, the beds floating the wagons. Freemont's soldiers helped them up the mountain at the mouth of the Deschutes. They crossed 15 mile at Fairbanks, followed inland to the mouth of 8 Mile. thence up over the Bettingen flats, through Thompson's Addition to The Dalles. The Methodist Missionaries here gave them a warm greeting and provided some fresh meats and other foods and helped them over the Lee cattle trail.

The fall rains had set in by the time they reached Vancouver and "took all the emigrant spirits out of them." They were "drowned rats", wet, hungry, cold, in rags, disheartened, sorry looking bunch of American emigrants by the time they reached Vancouver. Dr. John McLaughlin, Chief Factor for the Hudson Bay Co. there, heard of their coming and condition, sent out boats with food and clothing to help them and was personally on hand to greet their arrival and care for the needy and sick. The able bodied went on up the Willamette river to Oregon City where they were soon joined by their cattle drivers and 1300 head of cattle. Next spring they fanned out and established the first homes in Oregon.

Emigration Over Old Oregon Trail

In 1844 1500 people and a like number of head of livestock arrived in The Dalles over the Old Oregon Trail. With the help and advise of the missionaries and 1843 emigrants, they made rafts and took most of their wagons on down the Columbia. In 1845 3000 people and a similar number of head of livestock was lead into The Dalles by Samuel K. Barlow and Joel Palmer. Most of these emigrants also floated down the Columbia and drove their livestock over the Lee Trail; but Barlow and Palmer set out to find a pass over the mountains via Wamic and the old Barlow Toll road(see under Wamic), of 1846.

Stephen Meek Train

Also in 1845 a second emigrant train, called the Stephen Meek "lost train", (mentioned herein on page 147) who took a short cut from the Malheur river across the sagebrush deserts of Central Oregon to the Deschutes river. This "cutoff" cost the lives of more than 50 human beings before they finally reached the Methodist Mission at The Dalles, under guidance of the missionaries and Indians who went to their rescue with food and help. There was 60 wagons in the Meek train and 1000 head of stock. Albert Allen, in an article in the Chronicle in 1921 said, "They made it to the Deschutes river where they forded near Sherar's Bridge, came on into The Dalles and camped where the Umatilla House used to be(First & Union). The women and children were all taken down the river in Indian canoes. The men drove the stock over the Lee trail to Oregon City. There was lots of sickness in the train, in addition to those that died. They suffered nearly as many deaths as the doomed Donner Party(see pages 84 & 85). It was known as the 'Lost Meek Cutoff Train of 1845', but no books have ever been written about it. Their stock was in very poor condition. They sacrificed their wagons and lots of equipment by abandonment at The Dalles. There were about 200 families(1000 people)in the Meek train." The Meek Train was the "Donner Party of Oregon." Like the California Donner party, they left the main road and paid very dearly with lives and health as well as property for having did so.

In 1846 Joel Palmer established the Columbia river pack trail, down the south bank of the river to the Sandy, for cattle. Samuel K. Barlow and his 50 men finished the Barlow Toll road over the Cascades which was the only wagon road to Portland, from The Dalles, until 1920, except from 1876 to 1879 the Palmer cattle trail down the Columbia was made into a passable summer road for about 3 years. A road also existed from Wapinitia to Government Camp, where it joined with the Barlow road. In 1848 the Jesse Applegate Southern Oregon route to the Medford area was established, but that route was infested with hostile Indians which prevented general use until after the Bannock Indian wars of 1872.

The emigration over the Old Oregon Trail to The Dalles in 1846 was 2000 people and a similar number of head of livestock. Most, but not all, followed the Barlow Toll road to the Valley. The emigration of 1847 was about the same as the year before. The Cayuse Indian War of 1848 prevented emigration to Oregon, most of them turning south at Fort Hall for California. In 1849 another 2000 emigrants came to Oregon but 20,000 turned off at Fort Hall for the Gold Fields of California! Col. W.W. Loring arrived at The Dalles in the fall of 1849 with 600 soldiers, wagons, scouts, teams, horses and supplies. He established forts at Laramie and Ft. Hall to protect emigrants, as well as at The Dalles, upon recommendation of Gen. B.E.L. Bonneville(after whom Bonneville Dam is named). The Dalles was the PIVOT or KEY center around which all forts of eastern Oregon, eastern Washington, Idaho and Montana centered and from which they recieved their supplies! In 1850 more soldiers came (see under pages 5 to 10). In 1850 most of the emigrants continued on to California gold fields but about 1000 passed through The Dalles in a starving ragged condition and were given flour, salt pork, rice, beans and coffee by Fort Dalles military authorities. They had to trade clothing and blankets to pay tolls over the Barlow road. There was a "notable increase" in emigration for 1851 which we interpet to mean in the 3000 bracket. The BIG EMIGRATION of 1852 brought 18,000 people over the Old Oregon Trail through The Dalles; and as Ezra Meeker has stated, not all of them went over the Barlow road. Some left their wagons here and went down river by boats, which were operating on the river by that time. Emigrants continued to arrive in substancial numbers until the Yakima Indian war of 1856 when none arrived due to the war. From then on to the coming of the railroads in 1884 all covered wagon emigration was classified as "pioneers." Rail and Boat emigrants were in a "different classification". Emigration to Oregon over the Old Oregon Trail has NEVER CEASED, they still(1952) arrive by the hundreds in Oregon every day of the year, over the Old Oregon Trail! Even our daily papers cease to pay any attention to emigration to Oregon; They are more interested in what the King of Siam has to say about the Duke of Singapore, or what some drunken man did in N.Y.

The Longest Graveyard in America

The Old Oregon Trail is the longest graveyard in America, 1788 miles! More than 30,000 pioneers are buried along the Old Oregon Trail! The Christian Bible says it took the Children of Israil 40 years to go 200 miles from Egypt to Cannan. Dr. Marcus Whitman led the American "Children of Israil" 2000 miles in 180 days, blazing a trail down which 500,000 people went in 40 years; and several million travelled it the next 40 years and are still travelling it by the millions! There has been no migration in known history that has any parallel to that of the Old Oregon Trail! There was a lot of preliminary work done by the higher raised Angel-spirits of the higher Heavens, to inspire the many thousands of pioneer emigrants to leave the comforts of home, friends and relatives for new homes out in Oregon. Even the magic word of Gold wouldn't have been enough to cause home-loving people to leave their fire-sides in the east, 20 years before the Civil War, when the country was at peace and plenty and happiness. It was a well-planned migration, of the cream of America, people who were high-raised enough spiritually to recieve and act on Heavenly inspiration. Is it therefore any wonder that the descendents of these pioneers are people who set high raised patterns in government, business and leadership, found in no other place, in America?

Perils Of The Trail

Cholera and Mountain Fever (typhoid) took the greatest toll. Cholera works on the digestive system and is a highly infectious and fatal disease caused by "comma Bacillus" bacteria, traced to bad food and drinking water. Typhoid is a blood disease (poisoned blood) which results in high fevers and death. In 1852, one train of 11 wagons returning to Independence, were being driven by women, all the men having died of Cholera! That year was the worst with thousands dying. The strongest and healthiest men were the first victims to be laid in shallow graves, with a "Died from Cholera" headboard! These headboards could be read all the way from Missouri to the Rockies! The Chinese Wall is the longest graveyard in the world, but the Old Oregon Trail is the longest in America!

Indians

The grim journey always had hostile Indians to think about. In most cases Indians were harmless or at worst only horse thieves; but the very thoughts of Indians attacking and scalping victims was an eternal nightmare of the trip, especially for the women. Emigrants themselves brought on many of the Indian depredations by "indiscriminately shooting at Indians just to try out their rifles!" Too many emigrants felt that "the only good Indian was a dead Indian!" This attitude of war led to encounters and massacres in which wagon trains were attacked and burned and emigrants killed or scalped in retaliation for shooting at the Indians. Emigrants never knew whether an approaching Indian party meant war or peace. Our good books say, "what-so-ever you soweth, that shall ye also reap!" Too many emigrant parties sowed war and their followers reaped war! This war policy was sowed at Plymouth Rock and now our entire lives and most of our income is devoted to war economy! Will we never learn to sow the seeds of peace so that we can reap peace and plenty?

Storms

Emigrants were familiar with the days when the heavens would blacken over, electric canonading would cut loose terrifying man and beast alike! Then water would pour out of the skies in sheets! The level ground would be ankle deep in water in all directions! Bedding, clothing and belongings would be drenched! The howling winds would chill to the bone and pneumonia victims would be laid to rest in the long graveyard. Women and children suffered greatly by storms. Men always had the cattle to round up! Water was contaminated by the storms! Trains that started late were caught by mountain snows in Oregon! Many military expeditions had to live in tents, on the plains, in snow and blizzards!

Dust

In this day and age of concrete ribbons of highways and easy riding "glass chariots" with foam rubber cushions, we don't understand what a dusty rough road means! Emigrant schooners had no springs under the bodies! The Old Oregon Trail was full of ruts and strewn with rocks! Traveling at the rate of 3 or 4 miles an hour oxen dragged their feet in the dust at every step! If there were 2 teams of oxen on 200 wagons that means 3200 pairs of hoofs churning up the dust of the road! At 4 miles an hour you can't get away from dust! Emigrant trains were engulfed in clouds of dust visible for 50 miles! That dust got into the drinking water, food, clothing, bedding, hair, nostrils, eyes, mouth, shoes, everywhere, all the time, all day long, day after day, week after week, month after month! Was it any wonder that the human body weakened and the graveyard lengthened? Ezra Meeker said, "The dust has been spoken of as intolerable. A wagon train was a moving mass of humanity and dumb brutes in confusion, 100 feet wide; and sometimes two columns of wagons travelled parallel near each other so as to keep loose stock in between them. The dust would settle so thick that the lead team of oxen could not be seen from the wagon! It was often like a London fog, so thick one might almost cut it with a knife. Alkali dust would form a crust and look like snow. The hands and lips would get sore from it."

Thirst

There were long stretches of the Old Oregon Trail without water and when children cried for a drink there was nothing to give them! Not every night stop was a place where stock could be watered so they had to go thirsty, despite the heat, and often died leaving the Old Oregon Trail lined with the whitened bones of livestock! The branch from Fort Hall to California was worse than the Oregon road, as much of the water and dust was alkali and or unfit to drink.

Hunger

There was no restaurants or hotels out in that wilderness then as now, for the emigrant. They had to carry enough supplies to reach Oregon! That meant 200 pounds of flour per person, 75 pounds of meal and the same of bacon, 10 pounds of rice, at least 5 of coffee or tea, 25 of sugar, $\frac{1}{2}$ bushel of beans, a bushel of dried fruit, 10 pounds of salt, a bushel of corn and the same of corn meal, 2 kegs for water. Some game meat such as buffalo, antelope, deer, grouse, sage hens, were counted on for fresh meat or a beef was killed and divided up for use before it spoiled. Generally some cows gave enough milk for the children, the amount depending on grass and water conditions. Sometimes wagons or supplies were lost in river fords, stampedes or run-aways, or Indian attacks. Under those conditions they had to live on shorter rations and often emigrant trains arrived at The Dalles in a starving condition and with few rags on their backs for clothes. Joel Palmer's Guide For Emigrants recommended, "a good wagon with 3 inch bolted tires, with a bed 12 to 16 feet long and 5 feet wide and bows for a canvas cover. Oxen stand the trip better than horses requiring less food and Missouri Oxen were the best as they were used to eating prairie grass; they should not be over 6 years old and at least 4 to a wagon with as many extra head of cattle for the Oregon home. Each family needed a stove and a wagon platform to set it on. Each needed a tent, cooking utensils, 2 churns, 2-10 gallon water kegs, ax, shovel, augers, saw, plow moulds, rope, extra boots, shoes and clothing, bedding, gun & ammunition, medicine, food for 5 months. Missouri oxen were worth \$25 each. St. Joe was the best outfitting place."

Service Stations

The emigrants of 1843 found only 4 "service stations" on the Old Oregon Trail between Independence, Mo., and The Dalles, Oregon Territory. These were at Fort Bridger, an island in the Green River on the eastern boundary of Old Wasco County and on the Old Oregon Trail; the second station was at Fort Hall, near Pocatello, Idaho; the third was Dr. Marcus Whitman's Mission at Walla Walla and the Methodist Mission at The Dalles. Not many supplies were obtainable at any of these stations but the sight and knowledge of the existence of white people, in that vast expanse of wilderness, was comfort. The Fort Hall station was near the California Junction and widely known to both California and Oregon emigrants. Not all the emigrants passed Dr. Whitman's Mission at Walla Walla as later the road came through Pendleton and Pilot Rock cutoff.

Fort Bridger

Fort Bridger was operated by Jim Bridger(1804-1881)native of Richmond, Va. who came west to St. Louis, Mo. with his father Jim(1812)and the next year his parents died leaving him an orphan boy of 13 in a wild frontier town. Friends apprenticed him as a blacksmith and he followed that trade without any further education in-so-far as book learning was concerned. Then one day in 1820 his attention was called to an advertisement in a St. Louis paper asking for 100 men for the fur trading and trapping business. He signed up and trapped from Canada to Mexico and the Missouri river to Idaho. He was the first white man to see Salt Lake(1824). He knew Scott who starved to death near Scotts Bluff (1825)not far from Fort Laramie which was established in 1849 the same year Fort Dalles was established.

He had been out in the "great and lonely wilderness of the west" more than 20 years, when he established his Fort or trading post on an island in the Green River(1843)on the Old Oregon Trail and near the east boundary of old Wasco county(1854), which extended to Green River-summit of the Rocky Mountains near Emigrant Gap. Wm. S. Brackett of the Montana Historical Society, calls Jim Bridger "the Daniel Boone of the Rocky Mountains." He was the the central and permanent figure in all the historical events of any importance, in that area, for 50 years! Judge Brackett camped with him at Clearwater and Pratt rivers in 1882 when he served as a federal judge for Utah. General Benjamin E.L. Bonneville, after whom Bonneville Dam is named, came west with Jim Bridger in 1832 and 1833. Mr. Brackett claimed that Jim Bridger's historical knowledge and geographical knowledge was just as important and interesting as that of Kit Carson or Buffalo Bill Cody! -or any other frontiersman in American history!

He was only a 16 year old boy when he went into the Rocky mountains as a partner Fitzpatrick for the Rocky Mountain Fur Co. By 1830 he was "a leader of mountaineer trappers". He was guide and leader for the Nathaniel Wyeth expedition, the General Benj. Bonneville expedition, Dr. Marcus Whitman first guide west, guide for the Freemont expedition, for the Donner Party to Fort Bridger and had they followed his advise they would have arrived safely in California. He led the Mormons to Salt Lake Valley and in appreciation the Mormons run him away from Fort Bridger so they could have the exclusive trading rights with the emigrants! Fort Bridger was a mud and rock fort abode, on an island in the Black Fork of the Green River, fortified by a picket fence and gate. His place was an OASIS in the desert! It was a trading post for both the Indians and white emigrants. He was a very hospitable man and everyone, but the Mormons, had nothing but words of praise for him.

Capt. Gunnison of the U.S. Army said, "He was one of the oldest men in the area. He was a wonderful guide and natural born topographer,--the whole west and all of its mountain passes, streams, lakes, were mapped in his mind! His sense of direction was so great that he claimed he could 'small his way if he couldn't see it.' He could take a piece of charcoal and a buffalo hide, and draw a detailed map of any part of the west!--and include on that map the mountains, valleys, creeks, rivers and lakes!

After the Mormons run him away from Fort Bridger, shortly after Wasco county was formed in 1854, he went back to where his brother and sister lived at Kansas City for ashort time and then became a government scout. He had guided Stanbury's Expedition to Utah in 1849. In 1857-58 he was scout for Johnson's U.S. Army invasion of Utah and Jim was reported to have "really enjoyed that assignment and the opportunity to get even with the Mormons." In 1868 General Sherman, of Civil War fame, consulted Jim Bridger in regard to Indian war campaigns, and very closely followed Jim's advise which brought victory to the troops. In 1859-60 he was guide for Reynold's Yellowstone Park Expedition.

Yellowstone Park

Jim Bridger discovered Yellowstone Park,(a part of Old Wasco County in 1854)and he called it "Fire-hole Valley" in 1840 and 1844 when he made his first visits there. He made a very accurate description of what he saw there and its general location,--but nobody believed him! They thought he had "mountain fever of the head!" He keenly felt this suspicion cast upon his honesty and truthfulness; so he retaliated by inventing the PAUL BUNYAN STORIES OF THE WEST! The big blue ox was the emigrant-wagon ox transposed to fit his stories! Jim Bridger was PAUL BUNYAN! His imagination run wild on just what Paul and that big Blue Ox could do! How they scraped out Great Salt Lake; how they made the Colorado river canyon; how they made the mountain peaks of Colorado; how they cleared the timber from the plains; these, and a thousand other stories he told for the next 40 years, to anyone who cared to listen to the "big tales" of the west and he always had an audience. He became known as the "greatest liar that ever lived!" But the real Jim Bridger was a tall, erect, active man of long hair, grey eyes, mild expression, kindly, helpful, generous, hospitable, respected by both whites and Indians alike, friend and confident of all(except the Mormons). Government expedition reports testified that he was truthful, accurate, trustworthy; that his idle tales were for idle hours. He never betrayed anybody, never was untrue to any but the tenderfoot who enjoyed his Paul Bunyan stories and helped pass them on. He guided N.P. Langford of St. Paul, first Yellowstone Park Superintendent to the park in 1865. He established the 967 mile Bozeman road to Virginia City, Mont.(1866). He retired to Kansas City in 1868. He had 3 Indian wives. His only daughter was massacred at Walla Walla(1847). He is another of the Most Outstanding Men in the 100 Years of Wasco County History!

The Bonneville Expedition

Our histories are full of these early expeditions into the west, over the Old Oregon Trail. We mention the Bonneville expedition because they brought the FIRST WAGONS west to Oregon in 1832! Gen. Benjamin L.E. Bonneville, after whom Bonneville Dam is named, was born in France (1795), was a West Point military graduate and followed the army life as a career. Jim Bridger was guide for his expedition (1832) from Missouri to Idaho and gave Gen. Bonneville all the military details he needed to know about the country. Later when Col. W.W. Loring was sent west to establish forts at Laramie, Fort Hall, Fort Boise, Fort Dalles, Fort Walla Walla, Fort Simcoe, Fort Vancouver and the rest in that 1850 period, it was Gen. Bonneville who knew where they ought to be located and WHY. He and his 110 man expedition, 20 wagons, horses and oxen, travelled west in 2 columns, with loose stock between the wagons, and front and rear guards. The expedition stayed with the Nez Perce Indians for 2 years, on the Salmon river in Idaho. They were reported to be the best Indians in the U.S. at that time! They were very religious and intelligent Indians. A number of his men married Indian girls and stayed with the tribe, while others joined up with the Hudson Bay Co. and other expeditions to remain in the west with their Indian wives. The Nez Perce Indians had a "western paradise" with plenty to eat, good horses, good people and the men didn't want to leave after the "2 year visit." Gen. Bonneville returned to Oregon in 1850 and was stationed at Fort Vancouver. After the Indian wars of 1856 he returned east and died at Fort Smith, Arkansas in 1878.

Fort Hall

Fort Hall, near Pocatello, Idaho, was better known to more emigrants than any of the other early forts. It was established by the W.P. Hunt expedition in 1811. It changed hands and by 1832 the Hudson Bay Co. acquired ownership which they retained for the next 20 years. Fort Hall was near the California Junction of the Old Oregon Trail, so the emigrants going both ways knew Fort Hall. It sold supplies, at a high figure due to its distance from supply points on the Columbia river. The remains of Fort Hall are still in existence and can be seen by tourists enroute to Yellowstone.

Whitman Mission

The Marcus Whitman Mission at Walla Walla was established in 1834 and remained operative for 13 years, until the massacre of Dr. Whitman and his wife, Jim Bridger's only daughter who had gone to school there and 12 other persons, in November 1847 by the Cayuse Indians. After the conclusion of the Cayuse Indian war of 1848 the Old Oregon Trail took the shorter route through Pendleton, Pilot Rock, Wells Spring, Willow Creek, Rock Creek, Leonard Ferry on John Day, the Deschutes and The Dalles. Walla Walla became the Mullen Trail junction with the Old Oregon Trail.

Mullen Trail

Capt. John Mullen was ordered to Oregon (1853) with orders to build a road from Fort Benton, near Great Falls, Mont., on the Missouri river to Walla Walla, a distance of 700 miles! It was to be used for military and emigration purposes in place of the Old Oregon Trail. Mullen built a passable road. Bancroft's Oregon History says, "Next to the Old Oregon Trail, the Mullen road was the greatest factor in developing the Pacific northwest." Many thousands of emigrants used the road to Idaho, eastern Washington and Oregon. Capt. Mullen outfitted at The Dalles for his expeditions and work. The route he founded from Walla Walla to Great Falls is now used by both highway and railroad via Spokane, Missoula. After the completion of this road job he came back to Oregon and became Secretary of State in the 1870's and Oregon did not pay him all his salary. In 1907 he became old, paralyzed and destitute and ex-Governor Zenith Moody of The Dalles helped enact legislation which paid him the \$9485.87 the state owed him.---Lulu Crandall clippings, Dalles Chronicle 1907.

The Covered Wagon

The emigrant covered wagon, known as the "linch pin wagon", was made at Conestoga, Penn. and known as the Conestoga wagon. The wheels of this wagon was held on the hubs by linch pins instead of burrs or large nuts. The could haul up to 5 tons and 4 to 6 oxen or horses could be worked on them. They had sloping sides to keep the contents from shifting around. Bows were provided to stretch canvass over. They were made from 12 to 18 foot long. The canvass tops were laid over the bows lengthwise. They were fastened on to the sides and had draw strings at the rear to pull the canvass tight together and through which children could stick their heads. A cover over the hole protected the contents of the wagon from dust. Other less popular wagons were the Bain, Peter Schutter, Rushford, Studebaker. The Studebaker people continued to make farm wagons and buggies and now make automobiles, over 100 years in the transportation know-how business! The lumber in the studebaker wagons were seasoned for 3 years! Tires on the studebaker were narrower than the Bain and Conestoga. Lots of the Prairie Schooners were privately made by wagonsmiths. Robin's egg blue was a popular paint color for the wagons. Oak and hickory were used for wheels and axels. The first wagons had no metal thimbles, the wooden wheel hubs turning on the wooden axels which had to be greased with beef or deer tallow twice a day. They squeaked and squeaked all the way across the plains from morning to night, each wheel singing a different tune. Emigrants couldn't forget the squeaks of their wagons. They had no springs and the sick people felt every bump.

Did You ever cross the plains,	Have you camped out in a storm	Did your wagons tip up endwise,
Where they wear the hickory shirt,	When the wind was blowing high,	As you rattled down the hill;
Where their eyes get used to smoke	Upsetting tents and wagons,	Or did you let them down with ropes
And the face begrimed with dirt?	And making children cry?	In places steeper still?
		---Belle Cook.

The Old Oregon Trail From Fort Hall West

The Old Oregon Trail followed on the south side of the Snake river from Fort Hall, sometimes close to it and sometimes several miles away. There were several streams along the trail which furnished camping places so travelers did not have to depend upon the Snake for water. After Ft. Hall came Ft. Boise, 49 Ranch, Sulphur Springs, Crystal Springs. The trail crossed the Owyhee river 2 miles above the mouth. It crossed the Malheur at Vale and continued to pull away from the Snake to higher ground. After crossing Willow creek, near the summit between Willow and Birch creeks, the trail turns toward the Snake. It follows the Snake several miles to Farewell Bend (Olds Ferry) where it crossed the divide and down to Burnt river at Hunington. From there it continued up the Burnt river to Siley creek, around high mountain and back to Burnt river; down past Durkee, over the ridge to Alder creek; up Alder creek several miles to Mud Springs; on to Powder river and Baker valley.

Leaving Powder river valley it crossed over some tablelands 6 or 7 miles to Powder river again, crossing it to the North Powder river; Wolf creek; Clover creek near Ladd Canyon; on down one of the worst and steepest hills I have ever seen into the Grand Ronde valley to La Grande; up the Blue Mountains to Emigrant Springs at the summit; down an easy grade to Meacham; Camp Pendelton; Pilot Rock; across Bunch grass hills to Wells Springs where Col. Gilliam was killed in 1848 accidentally; Willow creek at Cecil; Rock creek south of Arlington; Leonard's Ferry on John Day river; up Cottonwood canyon to Webfoot Spring where (1864) the road forked 5 miles west of the John Day, one fork followed Grass Valley Canyon to Buck Hollow, Sherars Bridge across the Deschutes river, Tygh, Wamic and the Barlow road to Oregon City; the north fork followed down Spanish Hollow, Price's Stage Station, Biggs, Deschutes river crossing (ford, then ferry, then bridge) at the mouth, up and over the mountain to Fairbanks on 15 Mile creek; across 8 Mile at Hogedon's Stage station at its mouth and on into The Dalles following close to the edge of the bluff overlooking the Columbia river.

---George Chandler, Portland Oregonian, January 5, 1924; Portland Library.

Those wishing to go from The Dalles on to Oregon City, from 1843 to 1846 floated down the Columbia on rafts, batteaux or in Indian dugouts or canoes. From 1846 to 1921 they could either go down the Columbia by steamboat or go south through Dufur, Tygh to Wamic and the Old Barlow Toll road to Oregon City or via Wapinitia to Government Camp and the Barlow road; and after 1882 they could also take the railroad west into Portland and Oregon City. During the summers of 1876, 77, 78 wagons could also follow Joel Palmer's wagon road down the Columbia gorge. In 1879 he sold his toll road to the O.R. & N railroad. Joel Palmer first established his toll cattle trail in 1863 with ferries at Hood River and Troutdale.

The State of Oregon established the road between The Dalles and Hood River in 1867 and it ran on out through Dufur, Kingsley, Tygh to the Barlow road at Wamic. From 1863 to 1867 the road to Hood River was a part of Palmer's Toll road. While Joel Palmer and Samuel K. Barlow founded the road between here and Wamic in 1843 that section remained a free public road, such as it was, for 24 years until the State of Oregon took it over in 1867 and its still (1952) a state public road, which we call the Old Dufur Road.

The Puget Sound Branch

The Puget Sound branch of the Old Oregon Trail branched off at Walla Walla in 1854 and after crossing the Columbia river by ferrying wagons over and swimming livestock, they went up the Yakima River Valley, took the Naches Pass across the Cascades to Puget Sound and Seattle points. This road was closed for the next 2 years by the Yakima Indian war and was not extensively used until the 1860's. Ezra Meeker went to the Puget Sound area in 1852, finally settling at Tacoma, but they had to make the trip by boat, west from The Dalles and Portland, as did most of the emigrants during the 1850's.

The Barlow Road

In 1845 Samuel K. Barlow and Joel Palmer arrived with their train at The Dalles only to find but two small scows ferrying emigrant wagons down the Columbia. The ferry price was high. The time required for a round-trip of the scows to Cascade Locks and back took from 3 to 4 days under favorable conditions! The number of wagons they could haul was limited to 7 or 8, depending on size! The waiting list was long, yes a mile long! Winter was coming on and would be here before their turn on the scows came! He was told about the Indian trails and they considered abandoning their wagons and packing across the trail via Hood River, Lost Lake, Bull Run to Oregon City. They wanted their wagons. Barlow claimed "God never made a mountain without making a pass over it." It was just a matter of finding that pass and cutting their way through it, or following trails through it. If they had to abandon their wagons they might as well be in the mountains as at The Dalles. They sent their loose cattle on via the Lee cattle trail and instructed the drivers to return with provisions to Mt. Hood where they would meet. No provisions could be bought at The Dalles as only the Methodist Mission existed here at that time and they were limited in the amount of food and garden produce they had.

Barlow was advised of the South Indian trail on the south side of Mt. Hood and how to get to it from Tygh via Wamic. They set out Sept. 24 with 7 wagons, 19 people and their stock for Tygh where they camped and explored the Barlow route. Joel Palmer followed Barlow with 23 wagons, 15 families, after sending their extra stock down by the Lee (Lost Lake) Trail with instructions also to their drivers to return with provisions and help for the roadbuilders. From Smock Prairie the tree cutting was hard and slow. Swamps near the summit bogged them down. Then it snowed on them and they finally had to cache their wagons and many of their possessions, take what they could carry and push on over the mountain on foot and by ox pack train, returning next spring to finish cutting a road for the wagons. They managed to slip and slide down Laurel Hill to where their cattle drivers met them with help and supplies, and they went on to Oregon City.

The emigrants who went down the Columbia cut a road from the Cascades to Vancouver on the north shore of the river, which speeded up arrival via that route into Vancouver, with wagons and oxen, 1843.

Toll Road License

Joel Palmer and Samuel K. Barlow appeared before the Provencial legislature in session at Oregon City in January 1846 and argued for the need of a toll road over the Cascades so emigrants could come on over the mountains to Oregon City, as the legislature had no money to construct such a road themselves. They asked for a franchise to construct and maintain a toll road. S.K. Barlow and Phillip Foster were granted the franchise. Soon as the weather broke in the spring of 1846 they took 50 men, saws, axes and supplies and hewed a passable wagon trail to where they left their wagons the fall before. It was a one-way road west on account of Laurel hill being so steep that wagons had to be let down it on ropes wrapped around the trees! Evidence of bark burned off the trees on Laurel Hill is still (1952) visible after 109 years! Pack trains to the mines in 1862 used both the Palmer toll road up the Columbia river gorge as well as the Barlow toll road. Light rigs, such as buggies with 4 horses could travel east over it. It remained a toll road from 1846 to 1909, 63 years. The first tolls were \$5 a wagon, "cash or kind", with livestock at 10¢ a head. In 1860 the tolls were reduced to \$2.50 per wagon. In 1919 the road was taken over by the State of Oregon. The west toll gate was at Gate Creek on Smock Prairie, back of Wamic. This gate could be by-passed so they later established the toll gate at Sandy where the river and ferry helped with collections, at the junction of Sandy and Eagle Creek roads where a marker says, "FOSTER'S PLACE AND THE BARLOW ROAD, this is the place where Phillip Foster took his Donation Land Claim. Starting at this point Foster and Samuel K. Barlow built a toll road, a cutoff on the Old Oregon Trail. It crossed the Cascades to avoid the dangers and hardships of the Columbia river gorge.

"More than 152 wagons reached the Willamette Valley over this cutoff in 1846, the first of thousands to follow. Foster's place became well known. Here hungry and travel-worn emigrants obtained fresh vegetables and fruit. Here they found rich pasture for their trail-worn livestock. Foster's place and the Barlow road played important roles in the history and development of the Oregon country."

---Erected October 1946 by Oregon Council, American Pioneer Trails Association.

The marker of bronze is embedded in a boulder. The tablet was donated by Claude Sersanous of the Oregon Council. E.L. Myers occupies the Foster homestead, Mrs. Myers being a granddaughter of Phillip Foster. The members of the organization made a trip from The Dalles to Oregon City over the Old Barlow road in 1948 and included members from N.Y., Mo., Kan., Neb., and Wyo. Joel Palmer climbed Mt. Hood, almost barefooted, in 1846, to get a better view of the lay of the land to know which way to go to get to Oregon City for supplies which S.K. Barlow and Wm. Rector went after and brought back. The Barlow Pass was only 4155 feet but an early winter made it hard on the emigrants. The timber on the west side of the mountain was heavy and required lots of cutting to get to Fort Deposit, where they had left their wagons. J.W. Ladd was credited with being the first emigrant to reach Oregon City over the road in 1846. Laurel Hill was not only extremely steep but it was 4 miles long! between Government Camp and Rhododendron. In 1912 the road was purchased by Henry Wemme. When he died it became the property of George Joseph who gave it to the state in 1919.

THE COLUMBIA RIVER HIGHWAY

Samuel Lancaster that beloved engineer and builder of the Columbia River Highway, who built his heart and soul into that road, "a matchless masterpiece of engineering that has no equal in the U.S." according to Gen. Goethals of Panama Canal fame.

The Columbia River Highway was the dream of Samuel Hill, pioneer road engineer and builder of Maryhill Castle-Museum. Samuel Lancaster said:

"In 1906 I was with the public road department of the U.S. government building a system of roads in Tennessee when the Secretary of Agriculture Wilson requested me to serve as a special agent for the public road department and consulting engineer. I went all over the U.S. preaching good roads. At that time it was necessary to convince people that they could afford good roads! When I went to California in 1906 there was not a single mile of paved roads outside of any city on the Pacific Coast! Samuel Hill requested that I be sent to the coast for 6 months to create sentiment in California and Washington. Afterwards we came to Oregon and today (1926) there is a paved road from Canada to Mexico! The people laughed at us then and called us "road enthusiasts," and said, 'you will never live to see and such roads as you describe!'

I went as a delegate to the Paris International road congress, as a guest of Mr. Hill (1908) who was also a delegate. We toured the Rhine, studying roads, making photographs of old castles and ruins on the high steep slopes, which were covered with vineyards. Only 5 years elapsed from that time until I was asked to fix the location of the Columbia River Highway through the Columbia gorge! Mr. Hill tried to get the state of Washington to build a road on the north side of the river and gave \$10,000 for prison labor (used near Lyle). He spent \$80,000 near Maryhill on roads. But Washington wouldn't support him so he came over to Oregon and worked day and night, giving talks, lectures, views, in every county in the state, to arouse interest. Governor Oswald West used prison labor at Shell Rock Mountain where Simon Benson put up \$10,000. There was no state or federal aid then. Multnomah county had only \$75,000 in her treasury when I came here!

We made surveys and built a piece of road between Multnomah Falls and Waukena Falls and to Mist Falls. We took people out on trains and boats to show it to them. Multnomah county then taxed for roads. A state highway department was organized and the road extended from Portland to the sea and from Hood River east. The work was started in the fall of 1913 and was practically completed by 1915. It was paved in 1916.

"The first wagon road on the Oregon side of the Columbia river was completed Feb. 9, 1856 and ran from Bonneville to the Cascades. On Oct. 27, 1872 the Oregon legislature appropriated \$50,000 for building a wagon road from the mouth of the Sandy river (Troutdale) through the Columbia river gorge to The Dalles. The funds were exhausted by October of 1878. An additional \$50,000 was provided. The road was crooked and the grades were steep. The construction of the O.R. & N railroad in 1883 destroyed the road in many places. Only traces of it could be found in 1913. When construction on the Columbia River Highway was begun no grades were to be more than 5% and its width was to be 24 feet!

(Joel Palmer operated the above wagon road as a toll road from 1863 to 1879 and from 1878 to 1879 it was a passable summer time wagon road. The rest of the 13 years it was a toll cattle and saddle pack train road with ferries at Hood River and Troutdale. He sold to the railroad in 1879.)

"In 1910 Henry Wemme petitioned Multnomah county to construct a road from Bridel Viel Falls to the Hood River county line. Road viewers made a favorable report. Surveyors ran a line over the route and made a map and profile. They ran a line from Chantislur (west Crown Point) to Latourell Falls but they claimed it was impracticable and could not be done even with a 12% grade (up to Crown Point). In 1911 Multnomah county constructed 1.8 miles of road east of Bridel Viel Falls, 20 feet wide. Joint use of the railroad right-of-way was necessary in places and agreed to. Lack of support caused construction to cease!

Shell Rock Mountain

Shell Rock Mountains, in Hood River county which rests on ice, was always considered an impassable barrier! No wagons were ever able to get by this mountains in pioneer days. They used to stop just east of that point, cut down trees, make rafts and floated down to the Cascades. The state road of 1876 crossed above the present road, but loose rock slopes made it impossible to maintain and it fell into decay and disuse. In 1912 Simon Benson gave Governor Oswald West \$10,000 to use prison labor in building a new road around the base of Shell Rock mountains. The state had no Highway Commission and Hood River road officials handled the work. Most of the money was wasted and the project failed!

"In 1915 Multnomah county employed Samuel Lancaster as an engineer to supervise construction of the Columbia River Highway in Multnomah County.

Engineer Lancaster

"A careful study revealed the beauty of the Columbia river gorge and its possibilities for a scenic and commercial highway of 24 foot width and maximum grade 5%, with curves of 100 feet radius or more. The full support of the press and Hood River county was recieved. Oregon created a Highway Commission which urged cooperation as to standards from the Inland Empire to the sea and construction was under their supervision. They wanted the road completed in time for the Panama Pacific Exposition at San Francisco in 1915. John B. Yeon, Portland millionaire lumberman established labor camps and construction proceeded rapidly. All Multnomah county roads were ready for the \$1,250,000 paving job by 1915. The road was opened to Hood River July 6, 1915 and on August 11, 1915 it was opened from Portland to Astoria! Simon Benson gave 2 years of his time to the job, without pay, and gave ground for right-of-way and state parks.

"Mitchell Point Tunnel, 390 feet, was an important obstacle and classified as a wonderful piece of highway engineering equal to the Axenstrasse of Switzerland. It was built by J.A. Elliott and H.L. Bowlby, state highway engineers. For the first time in history a car could be driven from eastern Oregon to the sea! Many men before 1915 never thought that was possible! Men worked for 100 years to get a road down the Columbia river gorge but the dream was not realized until 1915. It only took 2 years for the 200 miles after agreement on location! It cost \$1,000,000 and was opened to travel July 6, 1915. The lookout at Crown Point cost \$100,000 and on a clear day the points of interest seen are Rooster Rock, Castle Rock, the Sunken Forest, Table Mountain, Cape Horn, Lone Rock, the Silver Star besides the general view up and down the river for miles, a view unexcelled by any highway in the world! It was extended to The Dalles in 1921, to Hood River in 1915.

The horseback ride on Waukeena Falls to Larch Mountain, 4½ miles, is one of the most beautiful in the world. How many Oregonians have enjoyed that ride?

World Famous Points

SHEPHERD'S DELL was called "the playground of the fairies!" Bridel Viel Falls has no comparison! Coopey and Dalton Falls would be outstanding in any place as would Eagle's Rest! Waukeena Falls and Multnomah Falls are internationally known! Simon Benson gave them to the state as a park! Multnomah Falls is called "the Queen of all American cataracts;" its drop is 870 feet! Some say, "its too beautiful to be real," others say, "a dream garden falls". Oneonta Gorge has its 90 foot falls and Horsetail Falls, which appears like a "beautiful tail of an Arabian horse" is just as outstanding as any of the others! Cathedral Rock and St. Peter's Dome have no comparison in America! Beacon Rock, on the Washington shore is a landmark that can't be missed. The Bonneville Dam which provides us with so much cheap electricity and its grounds are equal to other gorge beauties. The Bonneville state hatchery which provides the Royal Chinook salmon the Columbia river is famous for, should not be overlooked. Eagle Creek Park is one of the finest in America. The man-made Bridge of the Gods is a simbol of the natural bridge that geologists and Indian legends tell us about.

The Oregon State Library has a copy of Samuel Lancaster's Scenic Columbia river views about the most beautiful natural pictures ever caught by a camera. This is the most beautiful highway in the World but to a motorist in a hurry to get to Portland its beauty was just a stumbling block in his path! Commercialism of the road by trucks is more important than all its beauty! The Creator in all his Majesty and beauty must take a back seat for commercialism! Samuel Lancaster built the Columbia River highway for less than the interest will be on our new commercial highway! Overloaded trucks will have the new highway torn to pieces much faster than the state has funds to repair it with! We worship at the alter of the God of Gold. Our Creator is unknown to most men!

The Commercial Highway

According to the 1952 Progress Edition of The Dalles Chronicle the new water grade commercial highway between here and Portland, "upon completion in 1954 will reduce the distance between here and Portland from 91 miles to 82.5; it will reduce the curves from 705 to 136 and the degrees of curvature from 24,135 to 2966; reduce the rise and fall in elevation from 8,000 feet to 2478! It will also reduce the driving time from $3\frac{1}{2}$ hours to $1\frac{1}{2}$ hours for "Cannon Ball Baker" speed demons who like to keep the car "right on 80 for average driving and up to 120 when they want to pass a slow driver!" Best of all it will be a public road, built and maintained at public expense, for use of commercial truck and bus users in competition with tax-paying railroads, who build and maintain their own lines; and with river transportation over a "roadbed maintained by the Creator!" This, of course, is unfair competition to railroads and river transportation companies. This commercial road will cost around \$25,000,000 upon completion in 1954 as against the one million that Samuel Lancaster spent in 1922! When road costs rise 25 times in 25 years its time to quit building and maintaining them at public expense as free commercial arteries for trucks and busses! The day for toll roads has arrived so as to make commercial users pay for the roads they tear up with their commercial vehicles, with a good stiff ton-mileage rate to compensate for the damage they do.

To prevent speed demons from killing themselves and menacing the lives of other people a limit of 50 miles an hour is needed on all roads! The damage they do to their own and other cars has caused the insurance rates to shoot so high that it would appear that "rates should be doubled on everyone who is responsible for an accident, each time they have an accident; and lowered for the driver who averts accidents, at least every 5 years!" Compel the irresponsible driver to shoulder the whole burden of his reckless driving! If he hasn't time to "give way for pedestarians" on streets and roads, and operate a car with care and safety, he don't belong on the roads! Aviators are required to pass stiff examinations. Truck and bus drivers are given lessons in safety. Railroad engineers know their safety rules. If any of the above men have an accident it is investigated and if they are at fault they are no longer trusted to handle equipment! But the car driver can kill and maim and go free to wreck, kill and maim again and again, while you and I pay for his accidents by an increase in OUR insurance rates! They don't allow such conduct in British Columbia, Canada, why do we allow it here? Its just as easy to be a safe, careful, sane, slow driver with consideration for the other fellow, once the habit is formed, as it is to be a selfish speed demon, road hog and careless driver! The careful drivers may have to organize themselves into "safety clubs" for the purpose of reporting reckless drivers to law enforcement officials, and so as to have funds to protect members from suits of retaliation by reckless drivers!; and for the purpose of DEMANDING lower insurance rates for the safe driver who has never caused an accident; and an INCREASE in rates for reckless drivers!

The Dalles to Boise Military Road

Under an act of Congress dated February 25, 1867 there was granted to the State of Oregon by the U.S., to aid in the construction of a military wagon road from The Dalles to Fort Boise (Idaho) on the Snake river; each alternating section of public lands, designated by odd numbers, to the extent of 3 sections in depth (or width) on each side of the road; the state of Oregon being authorized by the act to dispose of said lands for the purpose of aiding in the construction of said military road. The Oregon legislature passed an act, approved by Governor George L. Woods, October 20, 1868, granting The Dalles Military Road Co., a corporation organized for the purpose of constructing a road, all the aforesaid lands, subject to when the governor of Oregon would certify to the Secretary of the Interior that 10 continuous miles of said road are completed, then the quantity of land hereby granted, not to exceed 30 sections, may be sold; and so from time to time until said road shall be completed. On June 23, 1869 Governor George L. Woods of Oregon filed the following acceptance:

Executive Office, Salem, Oregon, June 23, 1869

I, George L. Wood, Governor of the State of Oregon, do hereby certify that this plat or map (on file at the Oregon State Library) of The Dalles Military Road Company and shows in connection with the public surveys, as far as said public surveys are completed, the location of the line of the route as actually surveyed and upon which their road was constructed in accordance with the requirements of an act of Congress February 25, 1867, entitled, "An act granting lands to the State of Oregon to aid in the construction of a military wagon road from Dalles City, on the Columbia river, to Fort Boise on the Snake river;" and with the act of the legislative assembly of the State of Oregon approved October 20, 1868, entitled, "An act donating certain lands to The Dalles Military Road Company." I further certify that I have made a careful examination of said road since its completion and that the same is built in all respects as required by the said above recited acts and that the said road is accepted.

In testimony whereof I have hereunto set my hand and caused to be affixed the Great Seal of the State of Oregon. Done at Salem, Oregon June 23, 1869.

Seal of the State of Oregon

GEORGE L. WOODS

SAMUEL E. MAY, Secretary of State.

On January 12, 1870 Governor Woods issued a further certificate in like terms and effect, as the above, certifying to the Secretary of the Interior the completion of the military road through its entire length, by The Dalles Military Road Co. On December 18, 1874 the Commissioner of the General Land Office of the U.S., withdrew from sale the odd numbered sections of the land within 3 miles on each side of the road, in favor of The Dalles Military Road Co. On June 18, 1874, Congress passed an act authorizing the issuance of patents for lands granted to the State of Oregon, to aid in the con-

struction of certain military wagon roads in said state, and that there existed no law providing for the issuing of formal patents for said lands.

Under this act The Dalles to Boise Military Road Co. selected lands. On May 31, 1878 they conveyed title to such lands to Edward Martin of San Francisco for the sum of \$125,000. He conveyed title to the Eastern Oregon Land Co.

The History of Central Oregon says "that by 1885 public opinion called for an investigation into this land fraud deal and both houses of the legislature memorialized Congress to commence suit for recovery of the lands, alleging that The Dalles to Boise Military Road Co. did not do enough road construction work to justify the possession of the land. On March 2, 1889 Congress authorized the Attorney General of the U.S. to bring suit to procure a decree of forfeiture of all the lands granted by an Act of Congress as of February 25, 1867, on the grounds that the terms of the grant had not been complied with; and seeking a cancellation of all patents and forfeiture of lands unpatented. The bill of complaint by the Attorney General alleged, "That the road was never constructed in whole or in part, that through fraudulent representations of the officers, stockholders and agents of the corporation, the Governor of Oregon was deceived and induced to issue a certificate declaring he had examined the road throughout its entire length, and that it had been constructed and completed in all respects in accordance with the statute; and relying on this certificate the patents had been issued by the U.S."

The Historic Trial

Suit was immediately begun in the Circuit Court at The Dalles, Oregon before Judge Sawyer, with L.L. McArthur (afterwards Circuit Judge here) appearing as the U.S. Attorney. James K. Kelley, several times Mayor of The Dalles, was the main attorney for the defendants. In the appeal arguments of Feb. 18, 1890 the defendants pleaded, "That the Governor's certificate was made without fraud; that the defendants were bona fide purchasers (innocent purchasers) from The Dalles to Boise Military Road Co., without notice of any fraud or defect in the title." An opinion of Judge Sawyer Feb. 2, 1890 sustained the defendants and dismissed the case.

The case was appealed to the U.S. Circuit Court, 9 District and Judge Blatchford handed down an opinion May 25, 1891, reversing the decision of the district court and remanded the case for further hearings because the district court erred in not permitting the U.S. to reply to the pleas for dismissal. On Dec. 7, 1891 a decree was again entered sustaining the second plea. This decree was appealed to the circuit court of appeals and on March 10, 1892 that decree was affirmed. An appeal was made to the U.S. Supreme Court with Assistant Attorney General Parker appearing for the U.S., and James K. Kelley of The Dalles for The Dalles Military Road Co. On March 6, 1893 Justice Brewer handed down an opinion from the Supreme Court Bench affirming the decision of the District Court of Appeals, making the original title to the lands absolute. The decision effected such other military road companies as the Willamette Valley and Cascade Mountain Wagon Road Co. from Eugene to Burns.

Fraud Issue Evaded

The History of Central Oregon on the decision said, "the trials and appeals completely ignored the basic fraud--that the governor had carefully examined said road since its completion and that the same was built as required by an Act of Congress. Such was far from being the fact. Little, if anything was ever done in the way of making a highway. Fraud vitiates all contracts. A plainer case never existed. The act provided that the lands should be exclusively applied to the construction of said road and to no other purpose; and should be disposed of as the work progresses. It further enacted that this should be a public highway for the use of the government of the U.S., free, and that it should be constructed with such width, graduation, and bridges, as to permit its regular use for wagons and in such other special manner as the state may prescribe. The manner of the sale of the lands--should not exceed 30 sections for each 10 miles completed. The object of congress was to grant a subsidy to aid in building a highway to the interior of the eastern portion of the state (between The Dalles and Canyon City the two largest cities in the Pacific Northwest at that time). The fact that no road was built, but the line of an old one followed, the settlers having had to do their own grading and build their own bridges. The company laid their hands on the choicest parcels of public domain, within the grant, without fulfilling any of the conditions prescribed! From all along the route we have heard the same complaint that as a public highway the provisions of the act were never complied with or were never intended to be carried out. The road is at present owned by the widow and heirs of Edward Martin (1905) deceased of San Francisco. The estate cannot be disposed of until the minor heirs are of age."

What Elizabeth Lord Said:

In 1861 The Dalles to Canyon City Military Road Co. was formed to facilitate the moving of troops and stores to established posts and render it possible for the government to punish and control the renegade Indians who made themselves a terror to whites passing over the trails. My father (Judge W.C. Laughlin) was an active member of this company. I cannot name all the members but Wm. Logan and Orlando Humason were among them! (Some of the others were N.H. Gates, Victor Trevitt, O.S. Savage, B.W. Mitchell, C.W. Weaver, P.J. Martin, President, O.N. Thornbury, Secretary. Their capital was \$100,000 and they acquired 592,557 acres of land. Later Orlando Humason became President.) Their lands were in Wasco, Sherman, Grant and Baker counties. Many settlers were invited by the government to take up lands inside the grant and issued some patents thereto which were nullified by the Supreme Court decision causing the settlers to lose their investments in improvements. The Eastern Oregon Land Co. agreed to sell some of its Sherman County holdings at \$60 an acre, to the government, to reimburse settlers for improvements and crops (1904) according to Waller Martin, President of the Eastern Oregon Land Co. 1904.--History of Central Oregon.

Location of Dalles to Boise Military Road

This old historical Dalles to Boise Military Road, as Mrs. Lord said, "was for the purpose of transporting military supplies and men to stations out in Central Oregon." It was also established during the "gold rush period" to enable miners to get to the mines at Canyon City, Baker and Boise. The Dalles and Canyon City were the two largest cities in the Pacific Northwest at that time (1862-64) and with no road of any kind between them for supplies. Both were 10,000 population towns and they needed a road for communication purposes, in place of the existing Indian trails over which the pack and saddle trains had to follow.

Congress was sincere in making the subsidy land grant for encouragement purposes. The Dalles business men, named above, were sincere in making a passable road between here and Canyon City, later extending it to Boise. Governor Woods did NOT make a personal inspection of the entire route. In fact, according to Edward Sharp, former Wasco County Surveyor, "the governor did not make any inspection of the bridge across the Deschutes river, as at the time of acceptance of the road it could not hold up a team and wagon, nor did he go out into the Indian invested interior portion of the state on any inspection tour of the road."

Followed Old Oregon Trail

Plats on file show the road commenced at The Dalles, following the Old Oregon Trail to Fairbanks. For following this portion of the Old Oregon Trail they were granted many sections of land within the present limits of Wasco county. From Fairbanks they followed up 15 Mile to Brookhouse and up Brookhouse canyon to the breaks of the Deschutes, thence down to the Deschutes river at a point about 4 miles above the mouth where they constructed a temporary footbridge "to pass inspection." This bridge was later made more secure and called the Gorton Bridge. The map at Salem shows it was started on the 27 of April 1869 and the points it passed through were:

Mud Springs, Hay Stack Creek, Buck Hollow, Cross Hollow (Shaniko), Antelope, Kern Creek, Cherry creek, Sutton Ranch, Alkali House, Marshalls, Hild's Ranch, Allen Ranch, Willow Creek, Camp Watson a military camp, Rock creek station, Birch creek, Cottonwood station, Bassett House, South Fork of John Day river, Aldrick, Bridge creek, Moore & Weger, Ingalls, Luce, John Day and Canyon City.

The Fort Harney junction was reached May 9, 1869. The Idaho line was reached May 15, 1869 and on June 23, 1869 Governor Woods signed statement said the road was completed into Fort Boise, Idaho. It still is a public road (1952) and can never be closed, according to Edward Sharp, pioneer surveyor.

The Dalles to Fort Harney Military Road Enoch

It was in 1860, according to the History of Central Oregon, that Major Steens, after whom the Steens Mountains near Burns are named, made a passable military wagon road from Fort Harney, near Burns via Canyon City, Camp Watson, Mitchell, Burnt Ranch, Antelope, Shaniko, Bakeoven, Sherar's Bridge, Nansene, Wasco, Boyd, to The Dalles for military supplies and use of miners and the public. The Dalles to Boise Military Road Co. followed some of this Steen Military road from Shaniko into John Day and were granted land subsidies for what Steen and his soldiers and other later soldiers did.

The Cow Canyon--Prineville Road

In 1869 Wm. Clark and Lew Daugherty were authorized by Wasco County Court to construct a toll road from the Steen Military road at Bakeoven, down Cow Canyon, Hay Creek, Grizzley and to Prineville. The Dalles merchants wanted a better road into Central Oregon and especially to Prineville which was founded in 1868. Haight was toll collector for years in a place at Cow Canyon Spring where the Cow Canyon Service Station is now located. In 1872 Andy Swift established the Bakeoven Junction stage and freight wagon station and Inn which he sold to Thomas Burgess in 1873. The Burgess family had a wide reputation among travelers and settlers for their kind hospitality. It took a real skinner to put 10 head of horses and 3 wagons down around some of those curves on the old Cow Canyon road and bleaching bones testified to failures. The 1864 military road from Antelope to Camp Maurey was followed.

Bend to Fort Klamath

The road from Bend to Fort Klamath followed Indian trails and was cut through the jack pines out there in 1867 by J.W.P. Huntington, Klamath Indian Agent who was taking \$35,000 in cash and supplies to the reservation from The Dalles. His first stop was Antelope, then near the present city of Madras, where he had some of his horses stolen by Indians. Next stop was near Redmond; then Wychick near Bend. The road he cut from there south followed the Columbia--Klamath Indian Trail, which they simply widened out enough for their wagons. Klamath Indians help cut the road and it took a month to go from The Dalles to Fort Klamath. About 4 years later, junctions were made on this road for early settlers, mail and freight to Paisley and Lakeview, once a week; and to Warm Springs in 1878.

---Capt. C.C. Applegate.

Pioneer Roads and Freight Teams

In a talk before the Wasco County Pioneers' Association at The Dalles auditorium May 1931, Wm. J. Roberts 1860 pioneer son of Rev. E.P. Roberts and brother of Albert S. Roberts and then (1931) Washington State Highway Commissioner, said, "The Inland Empire was supplied by heavy freight teams from The Dalles, of 8, 10, and 12 horses, mules or oxen, driven by a jerk line. It was fun for small boys of The Dalles to watch packers and freighters handle their mules and horses, the pack animals following the bell mare and the freighters 2 or 3 in a string with a man on a saddle on the wheel horse driving with the jerk line. The Brewery Grade hill was 12 to 15% and narrow. It was during the days of those poor roads that I announced to my parents that one of my ambitions was to leave for my monument, - a real HIGHWAY in some part of the northwest. As Washington Highway Commissioner I helped lay out 1800 miles of primary Washington highways, built without bonds or property taxes, - from gasoline taxes. I attended the Laughlin school at the foot of the hospital steps. We played old cat, bull-in-the-pen, Andy over, marbles, hide and seek in the basement of the uncompleted mint!"

ROADS AND TRAILS AT A GLANCE

- 1805 Lewis & Clark, led by Sacajawea from Montana down Snake river; camps at mouth of Mill creek.
- 1810 W.P. Hunt of Pacific Fur Trading Co., led by Madam Dorion, blazes Old Oregon Trail.
- 1812 Astoria party returns east over Old Oregon Trail. Columbia river the only roadway.
- 1820 Hudson Bay Co. follows Columbia river down from Canada; joint occupancy agreed upon in 1818.
- 1821 Capt. B.L.E. Bonneville, led by Jim Bridger west over Old Oregon Trail; brought first wagons over trail and stayed with Nez Perce Indians 2 years; had 100 men in expedition.
- 1822 Capt. Nathaniel Wyeth led by Jim Bridger over Old Oregon Trail on exploration.
- 1836 Capt. Nathaniel Wyeth returns east over Old Oregon Trail.
- 1836 Capt. Nathaniel Wyeth leads Dr. Marcus Whitman west to Walla Walla over Old Oregon Trail and bring carts to Walla Walla; party included first White women over Old Oregon Trail.
- 1838 Methodist Mission at The Dalles established by Jason Lee & H.K.W. Perkins; Lee pack & supply trail via Mosier, Hood River valley, Lost Lake, Bull Run river to Oregon City and Salem, founded.
- 1841 Chas. Wilks expedition, led by Jim Bridger, follows Old Oregon Trail west to Oregon.
- 1842 Edward Crate, oldest permanent resident of The Dalles, lands Hudson Bay Co. batteaux at 7th and Washington streets during June high water. He was often belittled for making this claim until the flood of 1894; then many skeptics "apologized to him;" he smiled and thanked them!
- 1842 Dr. Marcus Whitman in October starts his winter trip east over the Old Oregon Trail to Salt Lake, thence south and over the Rockies, fording the Colorado, to save Oregon for the U.S.
- 1843 Dr. Marcus Whitman leads the first large emigration of 200 wagons, 1000 people and 2000 head of livestock over the Old Oregon Trail to Walla Walla and The Dalles. They floated down the Columbia. The Freemont military expedition follows emigrants west to The Dalles, then goes to California.
- 1845 Samuel K. Barlow, Joel Palmer, Phillip Foster lead emigrant party to The Dalles; cut Barlow road from Wamie to Government Camp, cache wagons in snow and push on to Oregon City for winter.
- 1846 At January session of Provencial legislature Samuel K. Barlow and Joel Palmer appear and ask for a franchise to build a road over Cascade mountains and collect tolls; request granted. Soon as the weather opened Barlow and Foster took 50 men and cut a road to their wagons and maintained the Barlow Toll road until 1812 when the state of Oregon took it over.
- 1845 The Stephen Meek train, which followed the Barlow train, takes "cutoff" through the deserts of Central Oregon with 800 emigrants and become lost. Dalles Missionaries lead them to The Dalles. Suffered 50 deaths and lots of sickness. This was the "Donner Party of Oregon."
- 1846 The Columbia river pack trail down the south bank of the Columbia, used by cattle.
- 1848 The first Columbia river steamboats appear at The Dalles to haul emigrants and wagons to the Cascades where they had a road on the north side of the river to Vancouver. Steamboats continued to ply the Columbia river until 1935---87 memorial years!
- 1851 Mail from The Dalles to Salt Lake City and east established as a weekly good weather experiment.
- 1853 Nathan Olney establishes ferry at the mouth of the Deschutes river for emigrants.
- 1859 Pack Trails to the Canyon City and Idaho mines, established.
- 1859 Orlando Humason and R.R. Thompson improve the Old Oregon Trail via Fairbanks for use as a wagon portage road between The Dalles and Deschutesville, at mouth of Deschutes river where they operated the Col. Wright, first steamer on the upper Columbia, to Umatilla and Wallula.
- 1862 Pony Express and mail service between The Dalles and Canyon City established. They operated for 2 years over Major Steens military wagon road to Canyon City and Fort Harney.
- 1862 First petitions filed with Wasco County Court for road improvements, according to Arthur Cook.
- 1863 The Mill Creek road was declared a public road. The road between The Dalles and Tygh had been a public road since Barlow established his Toll road in 1846.
- 1863 Joel Palmer acquires the cattle trail on the south bank of the Columbia, makes it a toll trail and maintains ferries at Hood River and Troutdale for cattle and pack trains. From 1876 to 1879 this trail was made into a passable summer time wagon road. In 1879 Palmer sold the right-of-way to the O.R. & N for railroad purposes. The Barlow road became the only road to Portland.
- 1864 Sherar's Bridge was enlarged and strengthened for wagons making it possible for emigrants of the Old Oregon Trail to cut off at the head of Cottonwood Canyon to Grass Valley, Buck Hollow, Sherars, Tygh, Wemie to the Barlow road cutting off 100 MILES of the trip to the Willamette Valley! The Wagon bridge made it possible for stage and freight wagon service over the Steen Military road to Canyon City via Antelope, Mitchell, Camp Watson and John Day river valley. Major Steen also completed his military road in 1860, from Canyon City to The Dalles via Sherars and Boyd.
- 1865 Stage Service between The Dalles and Salt Lake City established over the Old Oregon Trail.
- 1867 The Dalles to Hood River road made a free state owned and controlled road. It also extended east out of The Dalles to Dufur, Kingsley, Tygh, Wamie and Oak Grove (Wapinitia), Warm Springs.
- 1868 The Dalles to Goldendale, Yakima and Ellensburg stage line service established. Operated to 1884.
- 1869 The Dalles to Prineville stage service established via Bakeoven and Cow Canyon Toll Road; built that same year by Wm. Clark and Lew Doherty. It went by Hay Creek and Grizzley to Prineville.
- 1866 The Dalles to Canyon City and Boise Military Road Co. builds road from Fairbanks up Brookhouse Canyon to Deschutes river, south to Shaniko, following the Steen's Military road to Canyon City. This was a Land Grant toll road run by Dalles merchants.
- 1916 Federal Post Road Law enacted providing for our highways and improved roads.
- 1922 Columbia River highway 30 finished both ways into The Dalles.
- 1924 Dalles-California highway 23 completed.
- 1946 United Air Lines establishes service at Dallesport Oct. 1.
- 1952 Wasco county has 175 miles of paved highways; 250 miles surfaced marked roads; total of 1500 miles of county roads.

The Federal Post Road Law of 1916

The student may see our fine system of highways and local roads, comparable to the emigrant roads and trails, and have wondered how they came about? Who is to be thanked for them? The National, State and local Granges are the sponsors or fathers of the Federal Post Road Act of July 11, 1916. Previous to that time all road improvements were on a local(county)basis from Poll Taxes and general property taxes; the funds from which were used to blade dirt roads and build bridges or do hand labor on roads; and city streets were improved by councils under taxes on city property and bonds against city property.

The Federal Post Road Act of July 11, 1916 "empowered the Secretary of Agriculture, and his Bureau of Roads, to cooperate with the states, through their respective highway departments, in the construction of RURAL POST ROADS."

Rural Post Roads

Rural Post Roads was defined under the act to mean, "any road over which the U.S. Mails now or hereafter may be transported."(Sec.2 of Act).

Construction

The term construction shall "include reconstruction and improvement of roads, repairs and preservation of a reasonably smooth surface."(Sec.2 of Act).

Division of Funds

The appropriation for any fiscal year shall be made on the basis of "1/3rd on the area of each state as to the area of all the states; 1/3rd on the population of each state as to the population of all states; and 1/3rd on the ratio of the MILEAGE OF RURAL DELIVERY ROUTES and STAR ROUTES in each state as to the mileage of all rural and star routes in all the states, as shown by annual certificate of the Postmaster General to the Secretary of Agriculture."

Act Intended to Surface Farm Roads

The above act is the BASIS or foundation of all our road legislation. The intent of both the Granges and Congress was to provide SURFACED ROADS for the farmers of America; and 90% of the farmers of America live on the U.S. Mail routes! In 1921 the act was amended to include forest service roads and city streets to a limited extent. The amendment of June 16, 1933 permitted state highway departments to RECONSTRUCT primary highways and its under this amendment that the Columbia river highway is being rebuilt into a commercial highway for trucks and busses in competition with tax-paying railroads, who build and maintain their own road beds and equipment, and against river transportation; and do about 80% of the damage to our roads and pay about 10% of their costs!

The Hayden-Carthewright Act of 1934

The Hayden-Carthewright road act of June 18, 1934 amended the distribution basis from the above to 7/8ths on area and mail route mileages and 1/8th on population; and that not less than 25% of the funds were to be applied to secondary or feeder roads including "farm to market roads, Rural Mail and School Bus roads." There has been other minor amendments to the law made by the Granges so as to get more money for school bus and local mail route roads.

School Bus--Mail Route Roads in Oregon

There are 18,000 miles of school bus and mail route roads in Oregon. These figures were gathered from County School superintendents, the Oregon Rural Letter Carriers' Association and the Oregon Star Route Carriers' Association, in 1937, by the writer of this history. It was found at that time that 97% of the farms of Oregon, with occupants or families thereon, lived on these 18,000 miles of School Bus-Mail Route roads! and at that time 3000 miles of those roads were unsurfaced mud roads! Oregon at that time operated 772 school busses over those 18,000 miles of roads; 243 Rural Free Delivery mail routes operated 10,000 miles daily with 1500 miles of unsurfaced mud roads; and 240 Star Contract routes operated 8000 miles daily of which about 1500 miles were unsurfaced mud roads! These were the feeder roads in Oregon on which 291,722 people on Oregon farms lived or 97% of the Oregon farm population. During the last 15 years this dirt mileage on these main-travelled School Bus--Mail Route Roads has been cut in half, but there is still 1000 miles of mud roads that mail carriers of Oregon and school bus drivers have to travel through every day!

State Division of Monies

When federal funds were given to states, Oregon matched those funds with state gasoline tax monies. Until the last session of the legislature Oregon always divided those funds among counties on a population(car registration)basis, which gave multnomah county 1/3rd of the money and the other 35 counties the balance. Multnomah county used its 1/3rd to build and maintain the bridges we see across the Willamette river in the city of Portland! When Wasco county wanted a bridge across the Columbia river we have to bond ourselves for \$4,000,000! Of course these funds should have been distributed to counties on the same basis the government gave them to the state on, "7/8ths on area and mail route mileages and 1/8th on population."

The County Level

After federal and state funds filtered down to the county level, "county courts lost track of the fact that they recieved them "7/8ths on area and mail route mileages and 1/8th on population;" and they all too often used them on "political roads" still leaving the school bus and mail route roads in the mud. This was largely the fault of the Granges in not requiring members of the County Court to also be members of the Grange so they would understand the needs of the farmers. In 1937 Wasco county had 220 miles of mud roads on School Bus and Mail Route Roads. This figure has been reduced to less than 100 miles of mud in the last 15 years. The problem of getting road funds applied to School Bus-Mail Route roads, like the Granges originally intended, has NOT been easy.

The Pioneer Mother of the West

This short story was written by Inez Filloon, 1880 Dalles pioneer.

The Oregon emigrant fever was not bred because the country of the east and south were overcrowded, but because of the fear that Oregon would be lost to the English, if not settled by the Americans. The slaver issue caused others to want to leave the east. They had heard the fur traders stories of the west, passed from one person to another; had read Lewis & Clark's Journals from cover to cover until they were worn out; were familiar with Washington Irving's Astoria, missionary reports, reports of exploration parties and other articles.

They knew that Dr. Marcus Whitman had taken wagons west of Fort Hall in 1836, by making carts of them, to the Walla Walla mission. It was not until 1842 that Dr. Whitman came east, in the dead of winter, to announce "that all those who wanted to go to Oregon to be ready to start next spring and he personally would lead them past Fort Hall and on to the Columbia."

The journal of one pioneer woman said, "In starting from my eastern home I left father, mother, sisters and brothers and all near and dear to me, with the expectation of never seeing them again!" This was the usual start of the heart-breaking trip into 2000 miles of wild country full of roving bands of red skin Indians and wild animals! It took months to get a letter back home! In missionary days it took 2 years for a letter to reach home! It required 6 months of weary, dusty travel across 2000 miles of wilderness to the new home in Oregon! In all those journeys, women have been the helpmeets of their husbands. Women have had as much to do with the pioneer movement as men! The wife of 16, with babe in arms, was just as determined to follow her husband to Oregon as was Tabitha Brown, 66 year old founder of Pacific University who came across the Rogue river and Umpqua mountains, through storms and sleet and snow and mud, without provisions, nursing sick companions, - and herself expecting to die before another sun came up. She brought the spirit that glorified the work she later undertook.

We see this same beautiful sublime spirit in Mrs. Marcus Whitman, Mrs. Morrison, Mrs. Spalding, Mrs. Grey, Mrs. Welch and hundreds of other pioneer women. The women were the real heroes of the pioneer movement! If the pioneer movement were a school of hardship for the men what must it have been for the women? They were the great army of wives, sisters and mothers, companions in all the trials, helping wherever needed. Many of them were invalids trying to be cheerful and happy. Others were delicately reared, of fine sensibilities, leaving home and all that was dear, to go to a new and untried land, where the responsibilities were great and the uncertainties might prove disastrous.

Think of cooking over a campfire for months, in all kinds of weather! We think it is hard to cook over a stove. Think of spreading the table on the ground! Think of eating flapjacks at nearly every meal, because of not having an oven in which to bake bread! Think of having no fuel to burn except sage brush and buffalo chips! Think of bad water! The dusty roads! The long tedious journey! When they reached Oregon, the Mecca of the pilgrimage, the sacrifices for the women, had just begun!

A new home must be carved out of the wilderness! There were no luxuries! - and few conveniences. There were away from friends and among Indians who all too often showed their hatred of the white race. Those pioneer days illustrated in the women of Oregon, the highest type of heroism. Each duty was discharged bravely and patiently. They were offered no hope of reward other than the knowledge that their duty was well done, bravely. They reared their families with all the hardships endured. The men did not suffer as the women did! The women were alone in their aspirations, in their longings and griefs and sorrows. Seldom did the men say, "well done little woman, I am proud of you." Few men understood the sensitive nature of women who welcome a word of appreciation, and work still harder for another word of encouragement. The kindly spoken word lightens our trials as nothing else will do.

The pioneer woman was the private soldier of the pioneer movement. They were the real heroes of those years of old Oregon. If ever a monument was worthy of a place in our city parks and public places, there should sometime be one to the memory of the pioneer women. (Such a monument has since been erected at Salem state capitol.)

The bravest battle that was ever fought,
Shall I tell you how and when?
On the maps of the world you will find it not,
'Twas fought by the mothers of men.

FORT DALLES

Louis Fritz, who was born at Fort Dalles, wrote, "Much interesting history centers at The Dalles. Long before there was a Fort, or even a settlement, Indians, from a radius of 500 miles, came here to barter and trade. Fort Drum (one of the first names for Fort Dalles) was named for a man who lived here when the first U.S. soldiers came here in 1850. The first Fort here was built in 1950 of hewed logs. It burned. It was rebuilt in 1856, 57 and 58. Louis Scholl was architect and builder. Dr. Hammond was at the Fort in 1850. Theodore Winthrop, eastern correspondent, came with the soldiers in 1850. Dr. McKay was a druggist at the Fort. Major Tucker's Rifle Regiment was here in 1853. Captain Alvord's 4th U.S. Infantry was here. Col. George Wright was here in 1856. Mrs. Chapman ran a general merchandise store here. Gordin & Shannon were saddle makers in The Dalles. The Fort had a total of 15 buildings. Louis and Charlie Fritz were sons of Jacob Fritz, the last Quartermaster of Old Fort Dalles and were born in one of the Old Fort Buildings." - Edw. Egbert library.

The Leonard Bridge Crash of 1896

This story was told by W.S. Grant to Margaret Walker, Chronicle writer of Oct. 26, 1921.

Early freighters of Central and Eastern Oregon endured icelment weather, camped in the open with their heavy wagons drawn by 6, 8 and 10 horse teams; who came to The Dalles regularly (up to 1911) to recieve dry goods, groceries and other commodities. On return trips they were loaded with wool, wheat or other products. They drove over steep grades with precipitous hillsides down into deep canyons far below. Whitenning bones and broken wagons often told silent stories of terrible accidents of freighters, stagecoaches and emigrants whose wagons and oxen plunged down to their mangling deaths or were badly hurt, miles from the closest help.

W.S. Grant, Condon rancher made trips from The Dalles to Condon, Fossil and other points with double freight wagons drawn by 8 and 10-horse teams. On one of these trips he said, "It was the last of June, 1896, that I came to The Dalles to get a load of goods for one of the Fossil merchants. I started bright and early one morning with an 8-horse team and 2 wagons, one trailed behind the other. I made the trip down to The Dalles in 2 days. It was uphill going back with the heavy load and I

would need 5 or 6 days for the return trip. I had some dandy horses, 2 big bays which I had bought the year before for cash, -all I could scrape together! I had had the other 6 for several years. They had drawn many a heavy load over the hills for me. Whenever I came in from a trip, my wife and children seemed about as glad to see the horses as me. Kit, the big grey mare, was their favorite. All 4 children would pile on her back at once and she wouldn't mind it a bit, - just walk as careful as she could so they wouldn't fall off.

"We got to The Dalles on the evening of the third day. I put the horses up at the feed yard and stayed at a hotel that night. Next morning I got up bright an early to see to the horses and get ready for the return trip. I recieved the goods and I had both wagons loaded by noon. As soon as I could get dinner I started out but had to go slow and let the horses rest often on the hills. On the third night I camped at the Leonard toll bridge (at the foot of Cottonwood canyon) across the John Day river. It was an old bridge, made of heavy timbers and about 400 feet long (more than a city block). Two other freighters with their outfits like mine, came along and stopped to camp. We talked a while that evening but turned in soon to get a good nights rest as we wanted to start early the next morning, before the heat of the day started.

"Next morning we all hitched up about the same time. One of the other fellows started out ahead of me. I let him get across the bridge before I started with my 8 big work horses and 2 heavily loaded wagons. As soon as he pulled off the bridge I started on. The horses lifted their feet in a queer way, and seemed to be looking for something! We had just gotten well into the middle of the bridge when it began to quiver! 'Oh God! I thought, 'shes going down!' Well sir those horses just stood stock still, with heads up, and every muscle as tense as steel, just as if they knew what was coming!

"The bridge swayed for an instance! The timbers creaked and groaned! Then the big piers gave way! Down we went! It seemed that we were going through space for a long time! I jumped from the wagon, when we started to fall! The floor of the bridge was bolted and fastened together with heavy timbers and it held together! It fell across the timbers that had gone first, in a tilted position! I went into the water, at the edge of the bridge, on the high side of the floor! When I drew myself up so I could see the ruin, something seemed to snap in my brain! I felt a terrible rage against the man that had let all that happen, by his negligence!

"The heavy wooden piers had fallen across the horses and wagons, pinning the whole outfit on that tilted surface! Some of the horses legs had been driven clear through the floor! Nearest to me was Kit, the horse we all loved the most. A big beam had fallen across her back and seemed to have cut her body in two! I swam for the shore, crazy mad! There were 5 men standing on the bank and not one of them did a thing to help me out! I guess they were too supriised to move when they saw me swimming out as if nothing happened. I climbed up the bank, then everything became dark!

"When I came to myself again, they had me in a bed. Three of my ribs were broken and one knee was banged up pretty bad! The men were out trying to get what they could out of the water. They told me afterwards that 4 of the horses were still alive, but 2 of them were suffering so much that they had to be shot. The other 2 slid off, where the water was not very deep; they were not hurt very bad, but they had to stand in the water, nearly over their backs, for 8 hours! When the men finally got the timbers away, so they could get them out, they were so chilled that only the best of care saved their lives! They never were any good for work horses after that!

"Everything that went down into the river was a loss, except me! How I ever got out was surely a miracle, at least my folks thought so, and they didn't seem to mind the other losses so much when they knew I was alive! I tried to get damages, but I couldn't get a thing! I never even got my \$3 toll back! The merchants stood the merchandise loss! I had a lot of 4th of July stuff in the wagons and the folks found bunting and sacks of peanuts down the John Day river for 10 or 12 miles!

My wife came after me the next day. She took me home in a bed in the bottom of the hack! I was laid up all summer!"

This remarkably fine story by Mr. ^{Sam} Grant will give the student of pioneer history a clear picture of how freighting by wagon, out of The Dalles, took place; how long a trip took for 100 miles, each way, how long it took to load, how they slept out in the open, who stood the losses of an accident, and the deep feeling toward the horses which we do not have toward cars and trucks of 1952! Mrs. Fred Walker was the daughter of Jim and Bernice (Grant, sister Sam Grant) Patison of Dufur and The Dalles. Margaret Walker's name is now Mrs. Glen Muman of 428 S 13, Corvallis, Ore.

SOME OF THE MUSICAL HISTORY OF WASCO COUNTY

As far as our studies can determine there has never been any attempt to tell anything about the Musical History of Wasco County, yet there has been more outstanding people connected with our Musical History than any other subject or profession in our history! We keenly feel our limitations in this field. To write about music requires a musical education. People who have that education have never wrote any history for our children to refer to. We ask tolerance for the mistakes you will observe. We trust someday someone better qualified will tell the story.

Indians First Musicians

Our first musicians, if they can be called that, was of course our American Indians. Without study their songs and music was a simple reflection of the primitive life they lived. The drums and tom tom merely kept the simple rhythm of the dance. To some of the tribes the simple Mexican tamboreno was added. While the vocal tones sounded like mummings to those who did not understand, yet they expressed a very definite meaning, depending on the occasion.

The French Voyagers

Whether the French-Canadian Voyagers (1820-1845) sang their "Fur Trader's Ballads" and Christmas Carols to any better tune than the Indians had is debatable; but they were the music of Wasco County 100 years ago. The early Methodist Missionaries did have limited musical training and brought with them to Wasco County and the Oregon country, both musical instruments and music books with printed songs. The titles to some of these were Hail to the Chief, Oh Susannah, The Old Log Hut, Sweet Genevieve, Pretty Star of Night as well as religious songs, and Christmas carols. Some of these were translated into the Indian dialect which the Indians quickly learned and could help sing.

The Military Bands

Next The Dalles experienced the pleasure of music by the military bands and orchestras stationed at Old Fort Dalles in the 1850's and 1860's. These band concerts on the parade grounds of Old Fort Dalles were always well attended by both military men and civilians alike. There were no phonographs, radios or other types of "canned music" in those days, it all required special effort for each performance on the part of both the musicians and the spectators. The military bands also furnished music for any parades or celebrations and for both public and private dances. They furnished the first music for the first Firemen's Ball and many of those that followed. They played in the dining room of the Umatilla House and was at the boat when any special military or civilian guests arrived.

Religious Music

Our histories record that in 1854 Elizabeth McFarland, wife of Capt. Issac McFarland of steamboat fame, lived in a log cabin at 2nd & Union streets; and they held musical "singing bees" at their cabin home in 1854 and in later years; helped organize the Methodist church of The Dalles at those singing bees and religious gatherings. It was Capt. McFarland's river steamer Wasco which rescued the survivors of the Cascade Locks massacre of 1856, after making a record run to The Dalles for troops which drove the Indians away, under command of Col. George Wright of Old Fort Dalles.

These community singing bees were the type of entertainment the emigrants enjoyed coming across the plains on that long trek over the Old Oregon Trail to The Dalles. They had their music books, banjos, fiddles, guitars, horns, accordians that could make "big hoopoe" on short notice. It was therefore natural that these community sing songs should be carried to the homes, churches, schools, organizations and public gatherings of The Dalles. Some of the pioneers brought their organs across the plains and the smaller organs were very popular musical instruments.

The First Piano

The first piano in The Dalles was bought and installed in the Umatilla House, after a long journey around the Horn in 1860. Other Dalles hotels, not to be outdone, imported pianos and organs for their musical rooms. On Saturday nights the fiddlers, banjo and accordion players joined with the piano or organs for an "all night session" for entertainment of miners, rivermen, stockmen, soldiers, gamblers who made The Dalles a 10,000 town during that Gold Rush period in the early 1860's. The early saloons and gambling dives followed suit with pianos, organs and special "miner's entertainment." The Dalles was a big "tent city" in those days of homeless men thirsting for entertainment. It was a wild, wide open town "with a dead man every morning for breakfast."

Our Oldest Musical Family

The Oldest musical family in The Dalles, who made music a business and profession, was the Albert V. Bettingen family of 1861. Al Bettingen Sr was a native of Luxemburg who came to San Francisco during the Gold Rush days of 1849 with his wife Caroline (Zinnen) and their son Al was born there in 1851. They came to The Dalles (1861) as pioneer tinsmith and hardware merchant of 217 E 2nd street. The family lived in an apartment above the store which is still in the Bettingen family after 91 years! Later they acquired a home at 10 & Union where the new Lutheran church is now located. The 10 & Union home was remodeled into the old Dalles Sanitorium (1908) which was operated by Dr. Alec Guizendoffer and a number of other Dalles and Mid-Columbia doctors.

Al Bettingen, Sr. was the inspiration and guiding musical genius of the family. He had a fine singing voice and could play any kind of a musical instrument! The Times-Mountaineer of Dec. 11, 1867, noted a concert given in the old Moody Opera House, 110 E First, for the benefit of the Congregational Sunday school; the orchestra for the occasion was the Bettingen orchestra composed of Messers Dehm, Bettingen, Emil Shultz and Ross. A quartet number entitled "Faith, Hope and Charity" was sung by Mrs. Hogue, Miss Pentland, S.L. Brooks and Wm. Hand (editor of the Mountaineer). Ally Wilson (brother of Judge Fred W. Wilson and who was later drowned near the Mill creek bridge) appeared in a tableau number. A solo, "You'll Remember Me" was sung by Mrs. A.W. Buchanan, wife of the Wells

Fargo agent. Z.M. Donnell appeared in a tableau representing Father Time with his white beard and scythe, while his son Laurie represented the New Year, riding onto the stage with a velocipede, a new invention for that year. Governor Zenith Moody, in another tableau, represented John Anderson while Annie Puck sang "John Anderson My Jo John," in a sweet voice that will be long remembered in The Dalles.

Al Bettingen, Jr., learned the tinsmith trade from his father and he put the roof on the court-house building at 3rd & Union, as well as roofing other Dalles buildings with tin. They also hand-made tin cans in their shop, for canning fish and foods of those early pioneer days! He received his education in The Dalles public schools and in a Portland business college. He received his musical education from his father (Al Sr.) and later had his own orchestra here. Al Sr. organized a German singing group known as the GASANGFERNE SOCIETY and it included such early pioneers as Any Keller, August Buchler, Al. Jr., the Vogt Brothers and some 18 or 20 other members, with Al. Sr. as leader.

Al Bettingen Sr. was the leader of The Dalles Band, for a number of years and was composed of some 20 Dalles players including his son Al. One day they had a hurry up call for a parade in Portland. Only 7 of the 20 were able to go! To solve this problem required the wisdom of King Solomon, but Mr. Bettingen was equal to the task! When he got to Portland with his 7 faithful musicians, they "mustered in 13 more" from the waterfront of Portland! These latter 13 just held up the instruments, wore the coats and caps, went through the motions of playing, but not uttering a musical sound! He won first prize for The Dalles with his band! - against all other competing bands in the Portland parade! The congratulations he received continued over many years! In The Dalles the Bettingen band gave public concerts, played for parades and other public events.

Mr. Bettingen shipped the first 6 Grand pianos into The Dalles in the 1870's. They came around the Horn to San Francisco and on up to Portland and The Dalles, a three months trip by water! One of those fine instruments, now 80 years old, graces the Elmer Bettingen home at 200 west Third.

Leo and Edwin McInerney received their early musical education from Al Bettingen Sr. Their mother Josephene was the daughter of Al Bettingen Sr. and she married Patrick J. McInerney, Dry Goods merchant of 203 E 2nd and who lived at 4th & Lincoln. The McInerney brothers are orchestra leaders in the San Francisco Bay area and received their early education in The Dalles public schools. Leo plays in the Morris Paulsen orchestra at Oakland, California, Morris was a Dalles boy too as we will note in detail under Wm. Birgfeld's Orchestra.

Al Bettingen, junior's wife was Mary Baldwin, daughter of Andrew Baldwin. She had attended the New England Conservatory of Music and came to The Dalles in the early 1870's, with her father, and finished school at St. Marys Academy. Her father's death left her an orphan and she became a member of the Bettingen household and later the wife of Al. Jr. Their children were Elmer of The Dalles and Mildred, a music teacher of Los Angeles, California.

One time at the Umatilla House, a girls band of 15 pieces appeared for a concert, but only 3 or 4 of them could play any musical instrument! They appealed to Major Dan Handley, one of the hotel owners, for help! The good Major knew that Bettingen had solved a similar problem in Portland for The Dalles band so he called Al. Mr. Bettingen was equal to the occasion again. He rounded up enough players to "sit behind a curtain back of the girls band and render their numbers" while most of the girls simply went through the motions of playing, but not making a musical sound on their instruments! The girls were wildly applauded for their fine concert!

In the old Moody Opera House in First street, Charles Vivian, founder of the Elks Lodge, on several occasions, played before appreciative Dalles audiences. The Elks Lodge was founded by actors and travelling men who were always away from home, or had no home, but who wanted a fraternity of men in a similar position, who could and would understand their position in life; so that no matter where they went, if they were an Elk, they were welcome. This type of brotherly love is one of the main cornerstones of that order and it has built one of the largest and finest fraternities in America.

One of the all but forgotten events in The Dalles history is the old MEXICAN BULL FIGHT ARENA which used to exist, in the 1860's, at the southeast corner of 4th & Liberty. The hillside above the arena offered a natural grandstand for rooters and bettors of this ancient Spanish and Mexican form of entertainment. During the Gold Rush period of the late 1850's and early 1860's The Dalles had its quota of Mexican pack train and saddle train operators, from California mining days, who packed out of The Dalles for the mines of eastern Oregon, eastern Washington and Idaho. The Dalles had a 10,000 population of "floating miners" from California, who spent the winters here in tents or hotels, and they highly enjoyed Mexican Bull fights. The Mexicans provided plenty of wild, starving bulls and the necessary "know how and implements" to fight these bulls in an arena. On Sunday afternoons and holidays the "natural amphitheater at 4th & Liberty" was jammed with spectators. After the bulls were goaded by the lance their bodies graced the dining tables at the Umatilla House and other local hotels, riverboats and restaurants. Elmer Bettingen's father, as a boy, used to watch those Bull fights, through the cracks in the fence, like modern boys watch baseball games.

In those early "Bull Fighting Days" of The Dalles, a small creek used to flow down Liberty street to Mill Creek. The corner of Third and Liberty was known to freighters, teamsters and pack train operators as the "Turn-A-Round;" on account of the freight wagons always came down Third street, rather than Second, off the Old Brewery Grade, with their 8, 10 and 12 horse teams to Liberty Creek for water; then they "turned around" and went to the livery stables or camping grounds. Later the stages from Canyon City, Salt Lake City, Walla Walla and Prineville did the same, every evening, upon arrival. All lighter rigs, drays, farm teams watered at Liberty Creek "Turn-A-Round" where the Elmer Bettingen home is now (1952) located. (Note: -An underground branch of Liberty Creek was struck when they constructed The Dalles hotel in 1910 and it took several suction pumps to keep the water down until the concrete hotel basement "set up" hard enough to withstand pressure of the flow).

The Al Bettingen Sr. homestead has been in the family for 84 years! It is located on the Old Oregon Trail dirt road, just east across 5 Mile creek from Riverview and Cherry Park additions to The Dalles. It comprises 840 acres. It was at one time laid out in an orchard and known as the Fruitdale Orchards, but is now planted to alfalfa. It commands a beautiful view of The Dalles, the Columbia river and a "grandstand location" for the building of The Dalles Dam, where all the details of construction can be observed. It is one of the few remaining tracts that could be used for school, institutional, or residential purposes. It will be served by the new Dalles bridge approach.

Besides being interested in music, Al Bettingen Jr., was engaged in the insurance business, real estate management and theatre business. He was the first owner of the Columbia and Grand movie shows which he sold in 1920. Paul Lempke has occupied the old Grand theatre site since 1934. Al Bettingen, Jr. died in 1933 and his wife followed him in 1948.

In 1915 when the saloons were voted out of Oregon effective January 1, 1916, on that last Saturday night in December, the "boys tried to drink the town dry" and more than 500 of them "over-indulged" to the extent that they were unable to walk! They used the old hose cart house at 715 E 2nd, in which they "stacked the boys up like cordwood" after the city and county jails were filled. Poor old August Buchler, who owned and operated the Eastern Oregon Brewery in The Dalles, located at the foot of the Brewery Grade on east 2nd street; went from saloon to saloon, on that last final December night, moaning, "Der first of Yan-u-ary ist der last of A-u-g-u-s-t!"

Another amusing event was in connection with the construction of the present brick Catholic church. The old pioneer bricklayers would often see a good church member walking by, during working hours, and the masons would call the church member's name and invite them over to watch construction. Next they would offer the church member the trowel and ask him to place a brick in the wall, adding, that that act would be a personal contribution to the construction of the church which they should always be proud of. The bricklayers would next announce that for giving the member that honorary privilege, it would be necessary for the member to furnish the bricklayers with a keg of beer! Church members always appreciated the joke and had August Buchler to deliver a keg of beer to the construction crew. The building went up in record time with good workmanship. ---Biographical data by Elmer Bettingen.

St. Marys Academy

As we have mentioned under St. Marys Academy on pages 97 and 98, that school established in The Dalles in 1884, has always been an outstanding promoter of fine music in The Dalles. All the students of the early graduation classes were encouraged to master at least one musical instrument or train the voice. Among the pictures in the Elmer Bettingen collection is one of a St. Marys Mandolin Club of 1904. The photo shows two steel guitar players and the rest mandolin, in that very unusual group of young ladies of The Dalles. Music is still taught at St. Marys and the music classes have provided entertainment for many organizations and occasions.

Public School Music

The Times-Mountaineer of 1887 said, "At the Moody Hall, December 20 a public school entertainment was held under the direction of Thomas Counell, in which Laura Butler, Arthur Coffin, Emma Harman, Ally Wilson and Miss Williams rendered musical numbers." This would indicate that music was taught at the old Laughlin school and that the pupils gave recitals and musical entertainment to both public and private gatherings. The Old Laughlin school was our first public high school as well as primary.

The Wasco Independent Academy had a music department and after that school left the educational field our second public high school, now called the Court street school, continued with musical training. When the third public high school, now called the Whittier school at 10 & Union, was opened it had a musical department. The fourth public high school, which set where the present (fifth) high school is at 10 & Washington, had a musical department in charge of "Pop" Endicott. The present high school has greatly expanded its musical courses. Even the primary schools now feature musical training. All this indicates the great appreciation for music and how it has expanded over the years. This bare outline of music in our schools doesn't do justice to the subject, but it will act as a guide for future musical writers to do research work on for a better story.

The Musical DeMoss Family

The most outstanding of all the musical families, in the history of Wasco county, is that of the Internationally famous DeMoss family of early Wasco and Sherman county history. Rev. James and Mrs. (Eliza Bonebrake) DeMoss came to old Wasco county in 1862, with their son Henry, to do missionary work among the Indians. The family stopped near La Grande, in the Grande Ronde Valley, then a part of old Wasco county, to build bridges across some of the streams, following the erection of a saw-mill for lumber; Rev. DeMoss also being a pioneer bridge engineer. The family held religious meetings all the way from Fort Boise to Walla Walla. He founded the cities and post offices of Weiser, Idaho, North Powder and Cove, Oregon. Their children were Henry, George, Lizzie, Minnie and May and every one of them were taught to sing and play at least one musical instrument, as soon as they could carry a tune or hold an instrument.

Then one day in 1872 Rev. H.K. Hines suggested that since they always had such large "free audiences" that they charge enough admission to pay expenses of travelling from one place to another so more people could hear them. At first the Rev. DeMoss didn't think people would pay to hear music. Finally he yielded to a trial at Cove, Ore. Aug. 10, 1872 on the Hines organ and included the madrigal poem-songs, vocal duets by Rev. and Mrs. DeMoss, solos by the children and a short

lecture on music. They packed the little school house with cowboys, miners, trappers, stockmen, freighters, gamblers, bartenders who literally just took the house down with applause and approval. After a few more concerts at Cove they outfitted a spring wagon with a rack for the organ, a camping outfit. They gave their first road rehearsal show before a group of Indians in the heart of the Blue mountains. They recieved "favorable grunts" from the Indians at the close of the program which insured its success.

They next booked all the settlements between Boise and Ogden, Utah where they sold their team and bought tickets on the Union Pacific railroad for Des Moines, Iowa. Each car, on that pioneer train, was hand braked by a brakeman who stood on the front platform and applied the brakes upon signal from the engineman. The little cars were lit at night by candle light and had stoves in one end for heating purposes. They played all the main towns between Ogden and Des Moines. Henry played the guitar which "brought down the audiences"; Minnie's beautiful soprano voice made the men "cover the stage with coins". They composed what they called "The DeMoss Lyric Bards" songs that they both wrote and composed the music for.

For the next 10 years they travelled the middle west by team, train, boat, stages and then the Rocky mountain area from Mexico to Canada by a privately owned and operated stagecoach. They never played for a dance or in any place where liquor was consumed. They played at the Philadelphia and Chicago World Exposition(1893). When the family was in San Francisco(1882)Henry became homesick for Oregon and wrote his famous "Sweet Oregon" song. While they played thousands of concerts all over America and Europe, they always closed each concert by singing Sweet Oregon. For years that was the only song about the state we had.

May DeMoss died at Holbrook, Cal. in Sept. 1886 and her mother died in Roseburg, Ore. that same year in December. In 1889 they toured the Mississippi valley and the deep south including the Carolinas and Virginia. 1890-93 was in the Pennsylvania, Maryland, New York and Boston areas and the Chicago fair where they wrote a song for each state in the union for concerts before governors and officials of each state in attendance. In 1894 they played before the Congress of the U. S. and President McKinley.

When they went to Europe in 1895 the quartette was composed of Henry, George, Lizzie and Minnie. They took a "brush up course" at the Royal Academy of Music then toured Wales, France, Germany, Belgium, where, in addition to regular concert appearances they made "command appearances" before the kings, queens or other officials of each country! They were loved and appreciated by all, no matter what the station in life was! At that time they played 41 different musical instruments! They sang duets, trios, quartets, quintets and solos. George could play 2-tunes on 2 different cornets at the same time!

In 1897 while touring California Minnie DeMoss died from Poison Oak in the Siskyou mountains. The reorganized quartet added Miss Mamie Aurelia Davis, contralto. She and George were married in 1899 at Omaha, Nebraska Exposition. Rev. James DeMoss, the father died in 1912 after the retirement of Lizzie(Mrs.Waldo Davis)in Portland in 1910. The family was on the road for 55 years(1872-1927). They sold their music at 25¢ for sheet music; \$1 for piano rolls; 75¢ for phonograph records; the Lyric Bards were 50¢ and their business address for 40 years was Box 58, Station N, New York City.

In an item in the Historical Chronicle of 1948 by Kenneth Young of Moro, Oregon he said, "Rev. James M. DeMoss moved to his DeMoss Springs home in Sherman county in 1880. After the death of his first wife he reorganized the group and continued activities with his second wife. Their DeMoss Springs place was a wheat ranch with a few cows and combine horses and those animals carried his fiddle(violin)brand since 1890 and it was registered in the Sherman county and Oregon brand records in 1940."

George DeMoss died in 1933. Just a year or so previous to his death, the writer of this history made arrangements for him to drive the famous DeMoss Concord Stagecoach in the Old Fort Dalles, Legion Frolics parade. It was the last time the old gentleman ever climbed onto the seat. There was never a driver of a vehicle in any parade in The Dalles that ever went down Second street with more pride and joy in his heart than George DeMoss had on that last ride down the street of his old home town, in the old family stagecoach in which he personally drove while touring the west. It was a beautiful vehicle drawn by 4 well matched white horses. George was dressed in his road costume of leather he had rode in those years with the musical troupe. The coach was filled with beautiful girls dressed in old time costumes. For one brief hour George DeMoss re-lived a lifetime of circuit touring. The fire in his eyes never burned brighter and the smile on his face was that of complete satisfaction for a life well lived. He was recieved with an ovation of applatse the full length of Second street. He may have played before all the audiences of America and all the crowned-heads of Europe, but no applause was so deeply appreciated than that coming from the home folks of the old home town, for that is from the heart.

Outstanding Family

This entire family advertised Oregon by music, all over the U.S. and a part of Europe. As far as we are able to determine, this is the only instance in which an ENTIRE FAMILY ARE ALL OUTSTANDING CITIZENS in the 100 years of Wasco county history! Again for the record they are Rev. James DeMoss, his wife Eliza DeMoss, Henry DeMoss, George DeMoss, the wife of George Maimie DeMoss, Lizzie DeMoss (Mrs.Waldo Davis), Minnie DeMoss and May DeMoss!

It is hard for us in 1952 with all our fine radio music, recorded music, bands, orchestras, drum corps and music with us almost all the time, to picture conditions without music as they existed between 1870 and when they retired in 1912. The 52 years of effort on the road to bring better music to America, away from friends, away from the comforts of home and good cooking; a big sacrifice.

Professor William Birgfeld's Orchestra

Another of the outstanding orchestras in the history of The Dalles was that of Prof. Wm. Birgfeld who was born in Germany (1863) the son of Hans Otto Wilhelm Birgfeld and a decedent of a long line of musicians dating back to the battle of Waterloo. He was a graduate of Weimar Conservatory of Music, according to his son Roger W. Birgfeld, 1235 NE 78, Portland. However Christ Paulsen, oldest living member of the orchestra, now of Petaluma, Calif., thought he attended Leipzig Conservatory in Germany; and he may have attended both. He came to the U.S. in 1883 as a member of an outstanding German Symphony orchestra on a world tour. They played nearly all the important larger musical centers of the U.S. at that time.

In Spokane Prof. Birgfeld was very much impressed with the recreational opportunities. Within a few minutes walk from his hotel he could catch all the fish he wanted in the Spokane river without charge. Only the nobility in Germany, at that time, enjoyed such privileges. When their engagement at San Francisco were completed, he resigned from the orchestra and returned to Spokane, by train and boat. The beautiful Columbia river gorge and its recreational possibilities, which he enjoyed on the boat trip from Portland to The Dalles, even surpassed those of Spokane, so in less than a year, according to his son Roger, he returned to The Dalles where he made his home (1884). He married Laura Rodgers, daughter of Alexander Rogers and their children were, Roger, who supplied much of this biography; William, Edward and Florence.

He organized and conducted one of the finest and most widely known orchestras in the Pacific Northwest, here in The Dalles; and it was the only orchestra north of San Francisco and west of Chicago, who could play light opera accompaniments after only one rehearsal and sometimes without any rehearsals at all! This famous west coast orchestra members were: Chris Paulson, Petaluma, California, a miller in the Diamond Mill and who played flute and violin; Jim Benton, merchant, played cornet; Frank French, merchant, played cello; Edward Williams, merchant, played bass viol; Alma Schmidt (Mrs. W.E. Simonton, Oswego, Ore.) piano; Mark Long, barber, clarinet; Sherman Frank, saddle merchant, trombone; Thomas "Dad" Lynch, barber and Civil War veteran-drummer boy, drums.

Some of the other players were Bart Baldwin, piano before Miss Schmidt, Mary Ball, George Vause and Griffith Williams all on piano after Miss Schmidt, according to Ollie Krier who played trombone and took Sherman Frank's place. L. A. McArthur took Dad Lynch's place on the drums; Graham Ruark took Mark Long's place with clarinet; Will Condon and Linn Dawson replaced Jim Benton with cornet; Mr. Borden replaced Chris Paulsen on the flute. There were probably other players on this orchestra whose names elude us with the passing of half a century.

In addition to being an outstanding band and orchestra leader of The Dalles Prof. Birgfeld also gave music lessons to promising students here in The Dalles between 1884 and 1921 and his pupils were from all walks of life. Some of the most outstanding ones were George Vause, composer and accompanist for Mme Matzenauer, a very famous concert singer, whose biography appears in the following pages of this musical history; Griffith Williams, internationally known Chicago orchestra leader heard weekly over national radio networks with his band; Edwin McInerney, 17 years with the George Ohlson band and now of San Francisco; Leo McInerney, 10 years with Morris Paulsen band of Oakland, Calif. and Morris Paulsen, 8636 Heartwood Drive, Oakland, Calif., band conductor.

Roger Birgfeld said his father received \$1000 a year from the city of The Dalles for conducting The Dalles band. He was assisted by Edward Williams and Mark Long who helped provide new talent for the band. Like the Bettingen band they played for parades, important gatherings, gave concerts.

We had wondered why an outstanding man like Prof. Birgfeld would choose a small place like The Dalles for his musical career when he could have gone to Seattle, Portland, San Francisco, Denver or any number of other larger places where he could have made a "big name" for himself and piled up a fortune in money from people who had more money to spend on music? Rodger Birgfeld explained the answer was, "That The Dalles and the Columbia river gorge were almost identical to the Rhine river in Germany where he came from. It reminded him of his old German home more than any other place in America. It offered free hunting and fishing and other recreational opportunities that appeal to all out-door loving men. He could take his gun or rod and go out, like a nobleman of Germany, and get all the game or fish he had the ability to land, FREE OF ALL CHARGES! Where would the natural beauties of the Columbia Gorge be duplicated? Where would fishing opportunities compare with those at The Dalles and Troutlake, Wn? At The Dalles every man was a "nobleman" and could go out with his gun and bag a deer, elk, bear or game birds! The great estates at The Dalles and Troutlake were open forest reserves, property of the U.S. Government, free for everyone to hunt and fish upon! His love for the great out-of-doors of this area and for the people here he learned to love, far outweighed the money he might have made elsewhere; and the "great name" would only be remembered a few short years whether it would be here or elsewhere! This was the home his children loved and he remained here until 1921 when he went to Portland where he died in 1925."

The Birgfeld family home was at 9 & Liberty streets. He was lessee and manager of the Vogt Opera House, the pride and joy of Max Vogt's appreciation for the better things in life and which he rebuilt following the fire of 1891. In the 1890's such plays as Rex Beache's Barrier was shown; and the Flower of Ranch, a musical comedy by Joseph Howard; the Sweetest Girl in Paris, a musical comedy by Harry Askin. In 1903 the Congregational Church Aid, put on a George Washington Party at the Vogt Opera House at 3rd and Washington which packed the house and stage. The Chronicle said:

It was a very pretty sight when Birgfeld's Orchestra played the Grand March and 40 or 50 couples filed down from the stage, led by George and Martha Washington, impersonated by Benj. A. Gifford, internationally famous Dalles photographer and Mrs. F.B. Nixon. A better choice could not have been made for these characters who were very much like George and Martha in our mind's eye; their stately bearing adding much to their appearance.

Frequent applause greeted the different figures of the march. The program consisted of soles by Rev. D.V. Poling, minister of the Congregational church, Mrs. Carlton P. Williams, popular and well known wife of Carlton P. Williams, President of the A.M. Williams stores(1952)and mother of Griffith Williams whose biography appears on the following pages of this musical history; Mrs. J.S. Landers, wife of Prof. Landers of our public school system. Fred W. Wilson, 1952 retired Circuit Judge of The Dalles, read George Washington's Farewell Address. Miss Harriett Marden, popular daughter of Victor Marden, nationally known saddle maker of The Dalles, gave a recitation.

Other features of the program included a minuet stepped by 16 young men and maidens who included: Floyd VanNorden, Ruth Cooper, Eugene Moore, Miss Lena Moore, Claude Knight, Miss Bell Eddon, Mark Rorick, Miss Katherine Williamson, Roy Taylor, Miss Helen Hudson, Hallie Rice, Miss Anna Hansen, Thornbury Kinersly, Miss Winifred Wilson, Irwin Parkins and Miss Emily Crossen. While it differed from the old minuet of colonial times, the steps were gracefully executed and called forth an encore which was responded to by the old fashioned Virginia Reel and led by the Wm. Birgfeld orchestra..

Though the crowd was large the ladies finally succeeded in serving all and during the lunch the orchestra rendered some very pretty selections. Later during the social hour the young people took advantage of the splendid music to "trip the light fantastic." Such a perfect success was the party that the church society decided to make it an annual event."

This article was typical of many which filled the social columns of the Chronicle and referring to the Birgfeld orchestra and the high regard in which it was held and some of the beautiful social events of the community it participated in. The Birgfeld summer home was at Troutlake, Washington, the "paradise valley of the Pacific Northwest" at that time.

----- Morris Paulsen's Notes On Our Musical History

Morris C. Paulsen, son of Chris Paulsen who was a member of the Birgfeld Orchestra, was born in The Dalles(1889)and lived here until 1903 when the family went to Petaluma, California where Chris Paulsen still(1952)lives. Morris has his own orchestra at Oakland and he writes:

My father and mother both came from Denmark in the 1880's where father was born(1863)emigrating to the U.S. in 1885 to Minnesota where he married. He was a cabinet maker and millwright by trade and professional musician, his grandfather being a decendent of Kristen Kold(1816-1870)who, together with Mr. Gruntvig, a great scholar, inaugurated the first high schools in Denmark. My father had a great love for music and played the violin when he was 12 years old in his father's orchestra. He also played flute and baritone and always used music as a side line. In 1889 my father and mother decided to come west to Portland where they were told that a flour mill was being built in The Dalles. It was the Diamond Mill(Kerr Gifford) and my father knew the four business well so he decided to go to The Dalles to see what the possibilities for employment were? They stopped at the Umatilla House and Judd Fish, who was operating the hotel at that time, saw my father and all his baggage and a violin, and flute case and a Baritone; and he asked dad if he would like to play in The Dalles band? Judd played E flat Alto in the band and offered my father all kinds of encouragement if he would stay in The Dalles and make his home here. Judd introduced him to Edward Williams, who was manager of the A.M. Williams store and who also played String Bass in Prof. Wm. Birgfeld's orchestra. It wasn't very long before my father was playing flute in Prof. Birgfeld's orchestra at the Vogt Opera House for all the theatricles and other musical affairs. He was offered employment at the Diamond Flour Mill, as a millwright, and stayed there 14 years, until we moved to California.

My father was so impressed with Prof. Birgfeld's performance on the violin, and his ability to lead an orchestra, that he couldn't wait until I was old enough to start music. He started me playing when I was only 5 years old, on a piccolo(a very small flute) and I got to play it fairly well; but when I was almost 8 years old, I asked my father if I could learn to play the violin? He bought me a half-size violin, which was only 14-15 inches in length. I started taking lessons from Prof. Birgfeld. It wasn't long before my father had me playing in the orchestra for experience! I can well remember him saying to me on Sundays, "Come on now, get your shoes shined, get dressed, we're going down to rehearsal." I'd much rather have gone down to the swimming hole in Mill Creek with the rest of the kids. I haven't regreted it. Those were impressive days. That experience playing with Birgfeld's orchestra has been a great value to me, even to this day!

I recall an incident which stands out in my mind, while living in The Dalles about 1899 when I was about 10 years old. There was a celebration in memory of Gen. George Washington and 10 of us boys were selected to wear the uniform of General Washington, an exact replica of the General's Army uniform, but made to fit our size. I still have one of the uniforms stored away. The coat was sky blue, it had gold lapels and cuffs, long in the back, turned back in front showing the gold under-lining; it had 7 large brass buttons up and down the front; it had a flounced white lace collar and white lace protruding from the cuffs; it even had gold-fringed epaulets; it has white flannel breeches and black cloth leggings knee length and buttoned up the sides. We really did look like the General himself. There was a large parade down 2nd street and we were supposed to represent a Regiment of General Washington's Army in that parade. All of us carried Daisy Air Rifles except myself and Lindon Garritson and Lawrence McArthur(whose biography appears in this history. Garritson was an O.R. & N engineer).

We were the Fife and Drum Corps, at the head of the Regiment. I played the Fife(piccolo). Lindon Garritson played the drum. Lawrence McArthur carried the flag, with a stained red cloth around his forehead. I remember we played "Yankee Doodle" and "Marching Through Georgia" whenever we saw a big crowd. We were quite a sensation, according to my father. I was too young to know.



THE BIRGFELD ORCHESTRA OF THE DALLES 1898

Back Row, L to R: Chris Paulsen (mill wright with flute); Mark Long (barber) with clarinet; Edward Williams (merchant) with bass viol.

Front Row, L to R: Morris Paulsen (age 10) with violin; Jim Benton (merchant) with cornet; Alma Schmidt (Mrs. W. E. Simonton) Oswego, pianist; Prof. William Birgfeld, orchestra leader with violin; Sherman Frank (saddle merchant) with trombone; Thomas "Dad" Lunch (barber and Civil War drummer boy) with drum; Frank French (merchant) cello player, not in photo. Lower left insert, Morris Paulsen, Oakland, Calif. in 1937. Benj. A. Gifford photo loaned by Morris Paulsen.



Photo at the left: The Dalles Rapids (5 Mile Rapids) of the Columbia from which the city takes its name and where the Columbia turns "on edge" and is only 125 feet wide!

Lower Photo

Freighting from Shaniko to Prineville, Bend, and Lakeview 1901 to 1911.



The celebration carried over into the evening and we had to put on a performance in the Vogt Opera House where 10 of us boys were on the stage in uniform with 10 girls of the same age all dressed to represent Martha Washington, - with high puffed hips and powdered hair and all made up. We did a routined drill with the girls, which they say was really fine. Then the 10 of us boys lined up in front of the stage with our air rifles and went through rifle maneuvers, called off by a commanding officer, parade rest, present arms, squad load, aim, fire, etc. After that we gave a recitation, all in unison, about being President. We started out by saying, "We are 10 small boys who some day expect to be President" and ended by saying, "We will tell you his name, and turned our backs to the audience and they read the name W A S H I N G T O N. Each of us had a large gold letter sewed to the back of our coat. Mine was O. I have never seen such an elaborate preparation as this, put on anywhere since. That's why I can't forget the old home town. Thomas R. Hudson, Insurance and Real Estate Broker at 303 E 2nd Street, was one of the boys in that Regiment. He could tell you a lot about the old timers. He played cornet in The Dalles band, later.

Morris G. Paulsen

I was born in The Dalles (1889). Our home was on west 7 street, on the bluff overlooking the 6th street bridge over Mill creek, where we lived until 1903 when we moved to Petaluma, California. My mother died in The Dalles (1901) and was buried in the I.O.O.F. cemetery and after her death father decided to come to California where father still lives in Petaluma, retired and 89 years old. He played Tuba in the Petaluma band for over 40 years! He is a little hard of hearing but still active and cheerful. He is the only survivor of the original players of Prof. Birgfeld's orchestra! He always wanted me to be a leader of an orchestra and I tried to follow his wishes. In 1908 I became leader of my first theatre orchestra in Petaluma and I have been in the music profession ever since. In 1916 I came to San Francisco as leader of the Hippodrome Theatre orchestra, one of the vaudeville theatres in the city. I was 27 then and the youngest leader in San Francisco! In 1919 I was in charge of the Palace Hotel Tea Concert orchestra. In 1922 I went on a tour with a road show, a musical production with 50 people in the cast, and we played all the principal cities on the coast which included The Dalles! At The Dalles William Seufert invited some of the members of the cast and myself to dinner at his home and we almost missed the train! We closed the show in New York in 1923. I then accepted a position as Chief Musician on one of the large passenger liners between New York and South America and made 2 trips, calling at Rio de Janeiro, Santos in Brazil, Montevideo, Uruguay, Buenos Aires. It was a very interesting experience and took 30 days to make a roundtrip. The fall of 1923 I toured with the Lew Fields Road Show out of New York all over the east with 75 people in the cast, closing in Cincinnati.

I then came out west again, preferring the wide open spaces and sunshine and got married in 1924, then accepted a position as Concertmaster and Assistant Conductor with the Fox West Coast Theatres, which I held several years, opening the Fox Theatre in San Francisco (1929) with a 50 piece orchestra under the direction of Walt Roesner. In 1933 I went to sea again as Chief Musician on the Mariposa, one of the Matson Line's largest passenger vessels to Honolulu, Pago Pago, Samoa, Suva, Auckland, Sidney and Melbourne, a 21 day roundtrip, on which I met world travelers, celebrities and movie stars. While broadcasting radio music from the ship at Sidney, Australia, the Matson Line manager at Sidney, Mr. Pippin, asked if I were from Oregon; and I told him "yes" and he said, "my wife wants to talk with you." A very distinguished lady came over and asked if I were Morris Paulsen from The Dalles? I said "yes." She said, "well, I'm Tillie Zigenhaugen of The Dalles!" We used to go to school together. Mr. Pippin was in charge of the Railway Express in The Dalles 25 years ago. This incident just shows how small the world really is!

After 3 years at sea in 1936 I became musical director of the Curran Theatre orchestra in San Francisco; also the Geary Theatre orchestra, two of the most prominent theatres in San Francisco. During the World's Fair in San Francisco (1939-40), I was a member of the large Concert Orchestra in the San Francisco Building. I also played for the Ice Follies for several years (Shipstead and Johnson). In 1942 my wife and I decided to settle down so we moved over to Oakland and started to take life a little easier and allow our daughter to attend the University of California where she studied for 5 years, is now married and living in San Francisco. Our home overlooks San Francisco Bay and we enjoy it very much. I am now employed at Sweet's Ballroom in Oakland 4 nights a week and have a 10 piece band, including an electric Hammond Organ. I have been with them for 10 years and have a very large following, the Sweet Ballroom being the largest in the San Francisco Bay area! We play to over 2000 people on Saturday nights!

The music profession has been the means of my travels to all parts of the world and many cities all over the U.S., and I owe my opportunities to the early and proper training received from Prof. Wm. Birgfeld and the encouragement from my father. I studied Harmony and Music Theory. I do my own writing and arranging for the orchestra. I've been a leader of vaudeville and musical productions for 15 years. I have played about every type of musical work, including symphony, having played several Symphony Concerts, under the direction of Alfred Hertz, the world famous Wagnerian Conductor. I would rather play and listen to good classical music than anything else I know, but it doesn't pay as well as many other branches of the music profession. I have commercialized my work, playing music that the majority of people understand and I've had steady employment. The symphony musicians only work 6 or 7 months out of the year while I work steady year in and year out. One must adapt himself to any type of music, at a moment's notice, to be a success; the more varied the experience, the better your opportunity.

During the fire of 1891 the 3rd Regiment Band lost all their instruments in the old Armory Hall (Model Laundry) fire, but Al Bettingen loaned all 25 members instruments! He must have had a big supply to furnish 2-bands with instruments! The 3rd Regiment Drum Major (Michael Deming) lost his life in the fire of that building trying to save an old violin!

The old Baldwin Opera House on the northwest corner of First and Union, in The Dalles, was the scene of all sorts of theatrical entertainment and many dances were held there. It was a skating rink at one time. Prof. Wm. Birgfeld held his orchestra rehearsal there many times and he leased the building and rented it out for different occasions.

I am sending you a picture of Prof. Wm. Birgfeld's Orchestra taken in 1899 at Benj. A. Gifford's photograph gallery. From left to right in the back row is my father Chris Paulsen then about 36 and about the same age as Prof. Birgfeld. Next to him is Mark Long, barber at Crawford's barber shop, who played clarinet. Next is Ed Williams, with Bass Viol, manager of A.M. Williams clothing store, a fine gentleman and a great lover of good music being interested in all musical activities. In the front row, the little lad at the extreme left holding a violin is me (Morris Paulsen) age 10; I was studying with Prof. Birgfeld for almost 2 years and a half and attended all the orchestra rehearsals for experience and am very grateful that I was in the picture. Next to me, seated on the arm of the chair is Jim Benton, with cornet, a rather small man in stature, a very excellent cornetist and leader of The Dalles band in 1884, a plumber by trade and partner of Meier & Benton's store which was later known as Meier & Schanno. Next was Miss Alma Schmidt (Mrs. W.E. Simonton of Oswego-1952) who studied piano with Prof. Birgfeld, was pianist in his orchestra; her husband Mr. Simonton, was leader of The Dalles band at one time and played cornet. Her father operated the first flour mill in The Dalles on Mill creek at the intersection of 3rd and 4th streets, at the old swimming hole location. Next to Miss Schmidt was Prof. Birgfeld, a very good likeness of him, a proud, dignified man of German birth, an artist on the violin and piano a German requirement for graduation from a conservatory. If he hadn't come to The Dalles my whole career would have possibly been changed; I am really grateful he came to The Dalles to live.

Seated next to Prof. Birgfeld was Sherman Frank with the trombone. He was a partner with the Frank Brothers Saddle Shop. Seated at the end is old "Dad" Thomas Lynch, drummer, about 70 in 1899 and operated a barber shop for many years in The Dalles. He was an old Civil War veteran drummer boy. Frank French was supposed to be in the picture but was unable to appear. He played cello.

I am enclosing a picture of my band at Sweet's Ballroom. I have 10 men and a singer. The instrumentation is, three saxophones (I play violin and double on saxophone); 2 trumpets, trombone, piano, string bass, drums and electric Hammond organ. These men are very experienced musicians. There is hardly a tune that we can't play from memory, besides hundreds of tunes we have in our books! Leo McInerney is standing in the back of the piano holding the "bull fiddle" which he calls the "vile bass", and he says it takes a strong back and weak mind to play one of those things! The picture of myself with the violin is a professional picture taken when I was 48 by Mr. Sweet who had thousands of copies made into window cards which he placed in business houses all around the Bay area.

Leo McInerney left The Dalles in 1915. His sister Josephine McCoy still lives in The Dalles. Leo and I were kids together in The Dalles and have known each other since we were 8 years old. We learned to swim together in the old Mill Creek swimming hole at the end of 3rd street where the foot bridge now crosses to the nat. Leo is quite a versatile musician. He plays tuba besides string bass. He played in The Dalles band before he moved to California. He plays a fine trombone, also the violin and had his own orchestra in The Dalles. He plays an excellent cello and does very well on the piano. He has a pleasing Baritone voice and a terrific sense of humor, keeping us in constant laughter with his natural Irish wit. He was in the orchestra on the President Coolidge, before she sank in the South seas after striking a submerged mine. This ship made regular trips to the orient. He also travelled to Australia as a member of the orchestra on the Monterey, a large Matson Line passenger ship. He was always considered a good musician and was in demand by the various leaders of theatre orchestras, hotels and night clubs.

Edwin McInerney, brother of Leo, was a student of Prof. Birgfeld, is an excellent pianist and has a very fine voice. He lives in San Francisco and has been a professional musician all his life. He travelled for years with George Ohlson's band, formerly of Portland. He goes under the professional name of Jack Gifford and his address is 1350 Washington St. San Francisco. He plays all the big hotels in San Francisco.

The McInerneys were a very musical family of The Dalles. Mrs. McInerney, sister of Al Bettingen, was quite an accomplished pianist and had a lovely voice. J.P. McInerney, the father, had a large merchandise and clothing store on 2nd street, in The Dalles and was considered an authority on harness racing. Mary McInerney, Leo's sister, is now Mrs. Carl Hansen of San Diego and is also an accomplished pianist. Leo's brother Francis played Baritone in The Dalles band and also played string bass. He died in San Francisco in 1918. Leo's sister Mrs. McCoy of The Dalles studied violin with Prof. Birgfeld. He husband Paul was a classmate of mine. Leo's grandfather was Al Bettingen Sr. He was a musician too (see Bettingen orchestra page 167-168) and played E flat Clarinet; he was in the hardware business and sold to Meier & Benton. Al Bettingen Jr. played violin and tuba and had all the music business of The Dalles before Prof. Birgfeld came. There was quite a rivalry between them in those days and the Bettingens had all sorts of musical instruments on hand just in case someone could play and didn't have an instrument.

Hugh Fraser of The Dalles is manager of the United Cigar Co. in Oakland and Claude Hill is credit manager for the Fuller Paint Co. in San Francisco. They are not musicians.

 Nellie French (Mrs. Virgil Bolton)

An item in the Chronicle (1921) stated that Nellie French (Mrs. Virgil Bolton) daughter of J.W. French gave a rosewood Stinaway piano to the Community room of the Civic Auditorium. It was 50 years old and cost \$800 and was of wonderful workmanship and tone. It was given to her by her father in 1871. She studied music at the New England Conservatory at Boston.

George Vause

George Vause, Pacific College, in Los Angeles was born in The Dalles (1887) son of David and Florence (Knaggs) Vause. He received his early education in The Dalles public schools and was a member of the Episcopal church where Lulu D. Crandall, Dalles historian, was organist. In her writings she says, "George always stayed close to the organ when I was about to play. I took note of his interest and taught him the notes and keys of the organ and soon he was playing and spending many hours in practice. He was only 9 years old but very fond of music. After he mastered the organ, one Sunday morning I announced to him that he would have to play for the congregation. He was a little frightened and wanted to beg out of the ordeal but I soon quieted him down by assuring him that there was no music to play that he did not already know and had mastered; and that it was just a matter of playing it again, to disregard the presence of the people. He was a little shaky on the first few notes, but he carried the piece on through without any trouble. He was likewise able to do the same for the rest of the services. The Episcopal church had a new organist and probably the youngest one in the U.S! The church paid him \$6 a month to play the organ.

"His father was so delighted in the accomplishment that he purchased a piano, which George had asked him to get. The father, up to that time, could see no relationship between a growing boy and a piano! George took music lessons from Professor Wm. Birgfeld with the \$6 he received as an organist. Prof. Birgfeld required each lesson to be properly mastered. He had no use for a student who would not work and practice! The professor could stand out on the lawn, talking to the elder Vause, and tell which finger on which hand George was striking the notes with! There was no fooling Prof. Birgfeld! The professor took a great interest in George Vause's advancement and George spent many long hard hours mastering the piano in addition to the church pipe organ! Later he was a pianist in the Wm. Birgfeld orchestra."

From his summer home at Gillette, N.J. George Vause writes:

Rev. Bertram A. Warren (of the local Episcopal church) now of Walla Walla persuaded Joseph T. Peters to send me to Oberlin (Ohio) Conservatory for a year. Mrs. Peters (sister of Judge Fred W. Wilson) having studied there. At Oberlin, after I had played a recital, I was offered a complete scholarship for the remaining 3 years, but refused it to go to New York! Mr. Peters lent me about \$700 at 7% compound interest for that initial study period, but after all he did take some chance on me!

My second year of musical education was paid for by Mrs. Elizabeth Lord of The Dalles, who sent me to the Institute of Musical Art in New York City, where my teachers were Sigismund Stojowski, piano, the favorite pupil of Ignace Paderewski; Gaston Dethier, organ; Dr. Percy Goetschius, harmony; Frank Damrosch, conducting.

On July 7, 1911 I gave my first recital at St. Paul's Episcopal church, after my eastern study, with the church jammed and many standing outside looking in the windows! Of course there was a repeat recital.

Continuing my studies at the Institute of Musical Art, I was appointed head of music at the Riverside school for boys, in New York City; then organist of St. Mary's Catholic church, Perth Amboy, N.J., where I was head of music in all the schools, with some 7000 pupils; next organist of the 3rd Presbyterian Church North, Newark, N.J.

Then came World War I and I studied for a commission at Fortress Monroe, Virginia, getting a lieutenantancy in the heavy artillery and going to the front in France in 1918. After the armistice, on account of speaking French, I was kept in France to work with the French engineers in Brittany in work of turning back to the French the installations and properties (lands, factories, etc.) that had been requisitioned for use of the American forces. In that way I became acquainted with all types of French people from the lowliest peasants to the nobility with their big castles and have been back several times to visit them.

In returning to civilian life I went to London to study at the Royal College of Music! Then I came back to New York and worked with Frank La Forge, said to be the greatest accompanist that ever lived! He had just decided to give up touring with Margaret Matzenauer, leading contralto of the Metropolitan Opera Company, as he could not afford the time away from his studio where he was getting \$30 an hour for lessons! He had her take me in his place and I toured 8 years with her! - visiting every large city in this country, Canada, Bermuda and Hawaii, some of them many times! I also played concerts for Lawrence Tibbett, Clarence Whitehall, Doris Doe, Rafaelo Diaz and many other of the Metropolitan artists. In 1924 I appeared at the auditorium in The Dalles with Margaret Matzenauer, being warmly received in the old home town by friends and music lovers. I also played many times in Portland and Seattle. I gave up touring to take the position of organist at the Broadway Presbyterian church in New York City. From there I went to the West End Presbyterian, at one time the largest in the world! I also studied at Columbia where I got a B.S. degree in education; and at Union Seminary where I got a Master of Sacred Music degree!

Then I was asked to come to Seattle Pacific College as voice and French teacher and soon went to the Episcopal Cathedral of St. Mark as organist. I did some work at the University of Washington and was within a half-dozen credits of Doctor of Philosophy degree when a severe throat infection forced me to leave that damp climate for southern California where I took the directorship of the music department of Los Angeles Pacific College and the Spanish department. I am still there. I spend the summers at Gillette, N.J. I live at 147 S Friends Ave., Whittier, Calif. where I am also organist of St. Matthias Episcopal Church.

Among the most outstanding people in the 100 years of history of Wasco county is Griffith Williams nationally known orchestra leader of Chicago; son of Mr. and Mrs. Carlton P. Williams of The Dalles and grandson of Griffith E. Williams of Wales, a covered wagon pioneer of 1852 and an 1862 associate of Edward M. Wingate in the merchantile business now known as the A.M. Williams stores of The Dalles, Corvallis and Eugene, managed by Carlton P. Williams. Griffith Williams was born in The Dalles in 1908 attending The Dalles public and high school during which time he took music lessons from Prof. Wm. Birgfeld of The Dalles at the age of 8 when he was so small he had to be helped upon the piano stool by his devoted mother who seen to it that he practiced and mastered each lesson. Prof. Birgfeld wouldn't waste time on pupils who wouldn't practice. He played in the high school orchestra and Prof. Birgfeld's orchestra. Upon completion of high school he attended Stanford University. The Dalles Chronicle of April 29, 1937 said:

Not so many years ago a pageant was staged in the natural amphitheater in The Dalles Auto Park. The theme was the winning of the west, and Indians, cowboys and plainsmen treaked across the scene depicting events in Mid-Columbia history from the time of Lewis & Clark up to the modern era. We have a vivid recollection of a boy, in his early teens, who played the piano accompaniment for one of the pageant features. The number was rather difficult, but he played it without hesitation or a single error. His technique, even at that early age, showed the results of long practice and careful training under the direction of Prof. Wm. Birgfeld, the master music teacher of that day here. On various other occasions we heard this young musician when he performed as accompanist or soloist at events here while he was attending high school. He specialized in classical music, although we suspect that he made an occasional venture into the field of "jazz" when his instructor was not around. In any event by the time he was graduated from The Dalles high school he was a finished musician.

Then this young man went to college. He had no idea at that time of making music his life work. He started out to be a doctor and entered Stanford university to take a pre-medics course. It was during this period that the radio suddenly developed into a nation-wide industry. Radio pioneers in The Dalles can remember when the coast's first "super-Power" station was installed. This was KGO, Oakland although some of their programs were broadcast from San Francisco. This was the first time broadcasts really came in here with clarity and some degree of regularity over the still primitive receiving sets. A feature of this period that attracted much attention on the part of local radio fans within range of KGO was a pianologue by a Stanford student Griff Williams. Rambling over the keyboard in a lazy manner this young musician played popular tunes of the day in a way that almost immediately made him a great favorite. This was the Griff Williams who grew up in The Dalles, only now he was playing "jazz" in a manner that made even "tin pan alley" experts sit up and take notice.

It was not long before Griff was a regular KGO attraction. He was still studying to be a doctor, but devoting more time to music. Then came an offer to join the Anson Weeks dance orchestra, which was one of the "big names" in Pacific coast entertainment circles. If our information is correct, Anson Weeks also played piano, but was what is known as an "ear player" in that he was not adept at reading music. It was during this period that "jazz" took on more dignity. Instead of a hodge-podge of noise, in which it was "every man for himself" in a dance orchestra, arrangements were made the order of the day. The first man to undertake the scoring of jazz music for a dance orchestra became an over-night sensation. Publishers made frantic bids for his services and the winner emerged with "Lange" arrangements at a cost of \$25,000 a year. The new arrangements were difficult, they employed "dizzy chords" such as minor fifths, ninths, thirteenth, and French sixths. "Fakers" or ear players, could not cope with them. Hence the necessity for a second pianist in the Anson Weeks orchestra who could "read the spots" Griff got his start in the dance orchestra field at this time.

It was not long until radio fans discovered that Griff did not intend to remain a mere pianist in an orchestra directed by someone else. By this time he had abandoned all idea of becoming a physician and had decided to make music his life work. When next heard from he joined with Jimmy Walsh as a co-director in San Francisco night clubs. This partnership lasted but a short time. Then it was "Griff Williams and his orchestra"--a combination that has continued to the present and has grown in popularity each year. Next Monday (May 3, 1937) Griff will bring his band to The Dalles in a homecoming that should (and did) bring out the largest crowd of dancers in local history. Griff cannot help but be proud of the fact that he is returning to the "old home town" in triumph. It would not be human nature to feel otherwise. He has made a success in a highly competitive field and today is one of the "big names" in dance music. Now he is going to play for those who knew him when he was a boy here. It will be a momentous occasion for both Griff and Dalles music lovers.

The home-coming concert of Griff Williams and his Mark Hopkins hotel orchestra of San Francisco will be presented at the Granada theatre next Monday evening (May 3, 1937) with a one hour concert starting at 7:45 by the 16-piece orchestra, to include several numbers by "Buddy" Marino, popular tenor frequently heard over the radio in appearances with Griff Williams' orchestra. After the concert Griff Williams and his orchestra will go to the auditorium ballroom to play for dancing, to begin at 9:15. In honor of Griff's visit to his home town since achieving a national standing Mayor H.E. Willerton designated Monday May 3 as "Griff Williams day in The Dalles."

Griff and his orchestra are heard almost nightly from Chicago (1932) from the hotel Stephens. On a recent tour they played the Palmer House, Statler, Waldorf Astoria and many other prominent hotels. Griff is married and lives with his family in Chicago.

RADIO K. O. D. L.

The Dalles Radio station K.O.D.L. was established October 20, 1940 with its first program on the air after nearly a years work in preparation by V. Barney Kenworthy, owner and manager. The 36 X 46 studio building and 200 foot tower is located on west Scenic Drive (south Trevitt street). It has 250 watts of power in the day time and 100 watts at night and broadcasts on a frequency of 1230 Kilocycles. Its coverage includes Toppnish on the north, Maupin, Madras, Arlington, Condon, and Heppner on the east; Lyle, Hood River and White Salmon on the west. Its coverage is very good throughout the entire Mid-Columbia area. One time during World War 2, when they closed down all radio stations west of the Cascade mountains for safety reasons, but left those east of the mountains in operation, K.O.D.L. recieved cards from people in Australia, New Zeland, the Orient, Hawaiian Islands, San Diego, Los Angeles, Seattle and Alaska points, telling about the reception and program. This shows that if the station had a clear channel its reception would be amazing, but other places are allotted the same channel which "squeezes" the reception radius down to the above named limits.

The station is a good advertising medium for the Mid-Columbia area. It gives lots of gratis free time for educational programs, religious and patriotic services, much the same as free space allowed by the press for news and organizational activities. The appeal for help to fight fires in the summer on our ranches, makes the station very popular with farm families. The Sunday religious services are popular. Organizational talks are listened to with interest. The ever-popular "Hi Neighbor Program" which offers everything from soup to nuts, much the same as the classified columns of our press, is listened to every evening with keen interest and it sells and swaps lots of items, provides homes for pets, finds houses to rent etc. The news programs at regular times each day are listened to with great interest. In fact we don't see how we got along without the station before 1940!

The introductory letter of Sept. 30, 1940 in part said, "The operating policy of KODL will be a studied effort in faithfully reflecting, in a cooperative way, the religious, cultural, civic and educational factors of this community. Pursuant to that policy, it is the earnest desire of KODL to render to your organization a very real and useful function in any fashion that may be within its province. Trusting that the community service may merit the unnumbered courtesies and interest of the citizens of The Dalles and that we may be permitted to have a part in your work, I am, very cordially yours, Barney Kenworthy."

In addition to very ably fulfilling the reflections in the above 12 year old paragraph, the station, by its musical programs has promoted interest in better music in our community than we had previous to 1940, which included classical as well as "jazz" and old time music. It has provided better spoken English for the people. It has taught greater appreciation for good stories, more interest in athletics, politics. Indeed KODL has been a valuable asset to the community in more ways than just commercial benefits to advertisers or the owner. Mr. Kenworthy is owner of stations at Pasco and Pendleton in addition to this one at The Dalles, but he likes The Dalles as a homesite and place of recreation better than any other place in the Pacific northwest!

Mr. Kenworthy was born in Indiana (1895) and came to Salem in 1906, later moving to Portland where he recieved his early education. He has been a banker, salesman and business man. His early day hobby was "wireless" which, as the years have passed, has become known as radio, and it was his desire and ambition to own and operate a radio station and in that way be of service to the people. He has had his wishes granted by the ownership of three stations and they are in fine hands.

At the flagpole presentation ceremonies of June 15, 1941 by the Veterans of Foreign Wars, the writer of this history who was at that time an officer of that organization, expressed the feeling of the people of The Dalles when he said, "Radio KODL is one of the communities' newest Business institutions. For more than 10 years there had been talk of the need for a radio station in The Dalles. Mr. Kenworthy's foresightedness in establishing KODL will be rewarded. There is no substitute for the human voice and sound. This method of bringing messages, enerationment and news into the home, is here to stay. It is the 1941 method of quick communication. We hope to see the beligerant attitude of the local daily press, toward this station, soon removed. The press should provide space for the daily programs of this station. After all is said and done, the people supports BOTH institutions, the press and the radio. Both are here to stay. Both are wanted by the people. Both are here to serve the people. When cooperation is lacking the public suffers. It is better for both to work in harmony." The hostile attitude of the Chronicle toward radio KODL remained until it was sold to the present owners and managers who work with KODL on a friendly cooperative basis.

For having established this Radio station in The Dalles and made possible to the people of the Mid-Columbia area all its fine news, music and educational and recreational programs Mr. Barney Kenworthy is classified as another one of the most outstanding citizens in our 100 years of history!

In Conclusion

In this music chapter we have listed the names of 33 outstanding musicians in our 100 years of history. They were: Al Bettingen Senior and Junior; Rev. and Mrs. James DeMoss, Henry DeMoss, Mr. and Mrs. George DeMoss, Lizzie DeMoss, Minnie DeMoss and May DeMoss. Prof. Wm. Birgfeld and the following 17 members of his outstanding orchestra: Chris Polston, Jim Benton, Frank French, Edward Williams, Alma Schmidt, Mark Long, Sherman Frank, Thomas "Dad" Lynch, Bert Baldwin, Mary Ball, George Vause, Griffith Williams, L.A. McArthur, Graham Ruark, Ollie Krier, Will Condon and Linn Dawson. There may have been other forgotten players in the Birgfeld orchestra. Morris Paulson and Leo McInerney, Morris is also to be remembered for his historical contribution on our musical history. George Vause as an outstanding musician in his own right as was Griffith Williams and Edwin McInerney.

This group is by no means all of our outstanding musicians. Who are the rest?

FLOOD STORIES

Ever since the high water of 1894 Dalles residents always speculate every year on how high the river will get in June? Unless the June high water of the Columbia river rises above 48 feet the water is not considered high enough to talk about. In 1842 the Columbia river stood the highest it has ever known to be by white men. In that year Edward Crate, an employee of the Hudson Bay Co. and later in 1850 a resident of Crates Point, "landed his batteaux at a pine tree near where the Methodist church is now located at 5th and Washington, in June of 1842." The high water stood that year about 70 feet or 11 feet higher than it was in 1898! For 44 years, from 1850 to 1894, Edward Crate was ridiculed and made fun of for having contended the Columbia river ever rose that high!

During those 44 years of ridicule the Columbia did in 1870 reach 50 feet. In 1876 it rose to 57.3 and the intensity of the ridicule subsided enough that some apologies were made by river men to Mr. Crate for doubting his word. In 1880 the river rose to 48.7. Then in 1894 it rose to 59.7! It was Ed Crates turn to laugh at Dalles business men when they had to employ boats to get to their places of business, or moved their stores to temporary locations on Washington street near the present courthouse and in the Methodist church. It was only 2 feet higher than it was in 1876 but there was a railroad flooded out in 1894 that never existed in 1876, 18 years previous! There were also a lot of new business men and people in The Dalles in 1894 that wasn't here in 1876 to remember anything about the previous flood. For the next 4 months until Edward Crate died that fall, a lot more Dalles people very humbly apologized to Mr. Crate for having doubted his sincere statement. He was completely exonerated after 44 years!

Flood of 1894

The Times-Mountaineer of May 17, 1894 said, "about 11 o'clock Frank Seufert arrived in The Dalles after a furious drive from his cannery at Seuferts, to secure help to save a fish wheel from destruction, after being torn from its moorings. He obtained the Inland Star but was unable to overtake and save the drifting wheel from destructions in the turbulent waters. Later the same day, a fish wheel was washed down stream, belonging to Winas Bros. The loss of these 2 wheels amounted to \$10,000. The next Sunday was spent lashing fish wheels to their moorings more securely. Trains were running late and the right-of-way between The Dalles and Hood River finally became impassable. By May 28 the river reached the 49 foot mark. Reports from Umatilla and Riparia indicated a further rise! The Mountaineer suspended publication on the 29th when the water stood 18 inches deep on the floor! A small spot on 2nd street at the foot of the Brewery Grade was dry. All of First street was submerged. The night of June 6 the water measured 59.7. By June 10 it receded enough for some of the business men to clear their stores of the mud and debris. On June 12 communications were re-established when mail by rail from both the east and west arrived. The foul smell, left by the river mud, was very offensive. Disinfectants were freely used to overcome its effects. Much of the railroad bed was washed away. A bridge and rails were taken out near Cascade Locks."

The Chronicle of June 8, 1894 said, "F.W. Vaile, special postal agent, tried to get the DPAN boat company to carry mail during the flood for \$7.50 each way, but the boat officials wouldn't do it, claiming the railroad got \$40 a day for handling the mails and they expected to get the same. The Oregonian wanted the boat company to carry their papers free. The D.P.A.N. Co. suggested that the Oregonian might give their papers away free to the public, but the Oregonian didn't appreciate the joke. On May 28 the river stood at 49 feet and no one expected any flood. Then came 3 days of very hot weather that made every mountain stream a torrent causing the Columbia to raise rapidly to an all-time high of 59.7. Many business firms moved into tents on Washington street. The Henry Klint home, near the mouth of Chenoweth creek, was anchored by ropes to keep it from floating away."

The D.P.A.N. Co. had all the river business between The Dalles and the Cascades during the flood of 1894. The locks at the Cascades was not completed until 1896, so no boats could be brought up from Portland to offer competition during the 15 day flood period, above the Cascades. The railroad tried to bring a boat up over the rapids by means of wenchies, cables and lots of steam, but were unsuccessful. The DPAN Co. had more business than they could handle and charged the railroad plenty for all freight handled for the railroad and finally got the regular mail rates approved by Mr. Vaile Supt. of the railway mail service.

Flood of 1948

The flood of 1948 stood at 51.85, about 8 feet lower than that of 1894. It covered the Port Dock floor and the sand dike had to be bagged by volunteers to keep the water off Second street. It did back up through Mill creek tunnel and flood a part of 2nd street at Lincoln. The Union Pacific railroad yards and Tie Plant were flooded out by a break in the sand dike back of the Tie Plant. Had Dalles City officials insisted on the Army Engineers installing a rock or concrete waterproof sea wall, in the place of the porous sand dike, at the time Bonneville Dam was constructed, the city and its industries would have had adequate protection. Elementary engineering taught us in grade and high school said, "a house built on sand cannot stand." A city "protected" by a sand dike has no protection at all! A city built down in a river channel, like The Dalles, Vancouver and Portland must protect itself by a sea wall or expect to be flooded out! The height of that wall is all the protection you have! Vanport was "protected" by a sand dike, and Vanport no longer exists! Some help from flood losses can be had from Flood Insurance. Street level property downtown, in The Dalles, should all have Flood Insurance protection.

Our river dams will give us some protection from June floods, 40 years from now when they are all constructed and have diversion ditches built to place water on the land. In the meantime a combination of deep mountain snows, a cold spring, followed by hot Memorial Day weather, will turn our Rocky Mountain creeks into rivers again, and the dams will only be obstructions to raise the water higher than it was in 1894 when we had a channel free and clear of all obstructions!

The Heppner Flood

The Heppner flood of June 14, 1903 which took the lives of 250 people has always been rated as one of the Pacific Northwest's major disasters! Many friends of Dalles people were lost in that flood. It was a "flash flood" that could occur to many of our Pacific Northwest cities and towns. The property damage was estimated at $\frac{1}{2}$ million (about 4-million 1952), leaving a path of desolation and death that can never be forgotten!

Willow creek, which runs through Heppner, branches 3 ways in that little city, its bed following a canyon from $\frac{1}{2}$ to $\frac{3}{4}$ ths of a mile wide. The surrounding hills are low and barren of vegetation, they being wheat, pasture or summer follow lands, not favorable for checking the flow of water and allowing creeks to run "heavy" during storms.

About 5 P.M. on that ill-fated Sunday evening, heavy black clouds gathered in the hot sky and sharp claps of thunder followed the flashes of lightening. Heppner had known thunder storms before so there was nothing to be alarmed at which would call people away from their evening meal-- yet it seemed so close, so loud and followed by a dull roar! As they rushed out of their homes they were caught by a black wall of muddy water 20 feet high!--in the creek bottom and 6 to 7 feet high in the back streets! It knocked people from their feet carrying them screaming away in its maddening blackness, as they left the safety of their homes in hopes of reaching higher ground! Others who seen it was too late to reach high ground turned and rushed back toward the safety of their homes, but it was too late and many of them were carried away. Some who remained in homes were carried away homes and all! Some sought the safety of tree tops and survived while others witnessed the trees being uprooted, broken off by debris or otherwise carried away. Small wooden homes on fragile foundations were quickly dislodged and carried away! The larger homes and business buildings withstood the flooding waters.

The black swirling waters continued to flow through the town for an hour! Pitiful scenes of children being torn from their mothers, wives and husbands being separated, friends being parted in the swirl of mud and water, greeted the helpless witnesses! Men plunged into the waters to save loved ones and were never seen again! Mothers perished with panic stricken children rather than leave them alone in a watery grave! Rescuers with ropes and wires performed many acts of heroism! The Palace Hotel was the towns haven of refuge and safety for those fortunate enough to reach it!

The Paul Revere Ride of 1903

Leslie Matlock and Bruce Kelley made a wild Paul Revere ride across country to warn Lexington and Ione of the approaching waters and were credited with preventing the loss of life Heppner suffered, in those towns. The telephone lines were carried away by the first flood waters so these men had to "out run the flood" on their horses, over wet ground and uneven terrain on their ride!

Word of the disaster was spread by the press on Monday morning. Relief trains, supplies, workmen and first aid crews entrained for the stricken country. Portland raised \$20,000 and sent blankets to wrap the dead in. Aid came from other cities as far away as New York. It was 2 weeks before all the dead were discovered in the mud and wreckage and buried!

Heppner survived the flood, was rebuilt with more substantial structures. Later fire swept the city nearly clean of all structures the flood left standing so that today Heppner is one of the more modern smaller towns of eastern Oregon

COLD WEATHER

The blizzard of 1862, 1883 and 1950 are the three worst we have on record. The 1862 blizzard and cold long winter cleaned out about all the cattle on the ranges of eastern Oregon because the farmers at that time failed to put up hay or straw to tide animals over on. Winter commenced Jan. 1 and did not break up until March 1, 1862. The Columbia river was frozen over at The Dalles for 7 weeks preventing river traffic which was the only means of winter transportation down river. In 1880 the snow commenced falling the first of December and stayed on the ground until the first of March three full months!-- but it never got colder than 6 above. The winter of the blizzard of 1883 which tied up the railroad for 3 weeks is covered on page 118 of this history. The blizzard of 1950 was only a one-day affair as compared to 3 weeks in 1883! However it was followed by murky "blind driving" weather which lasted 3 weeks, during which time cars and trucks were operated over roads largely by "feel of the steering wheel" rather than by sight because vision existed only about 1 car-length in the snows of our back roads. It was better on snow bladed highways and city streets.

In 1875 it was 8 below with deep snow and river froze over 44 days; in 1876 it was 1 below and river froze 15 days; in 1879 the river was froze over a month; in 1883 it was 3 below and the river froze over 42 days, and 3 weeks of blizzard! and 5 feet of snow; in 1884 it was 19 below, deep snow and river froze over 49 days; in 1886 it was minus 4 with river froze 17 days; in 1887 it was minus 6 and river froze 16 days; in 1888 it was minus 13 and the river froze a month; in 1889 it was 14 below; in 1890 it was 12 below and river froze over twice in February; in 1891 it was 1 below; in 1892 it was 2 above but the river was froze over from Dec. 20 to Feb. 23-- 61 days; in 1893 it was a minus 6; in 1896 it was 2 below; in 1899 it was one below and the river froze over twice, 14 days in January and 12 days in February for a total of 26 days; in 1902 it was 2 below with river froze 19 days; in 1905 it was again 2 below; 1907 4 below; 1909 19 below and deep snow; 1912 11 below; 1916 17 below; 1919 was 30 below in Dec. for an all time low and snows which blocked the railroad and caved in roof tops; in 1922 it was 10 below; 1924 13 below; 1927 14 below; 1929 12 below; 1930 21 below; 1931 25 below; 1932 zero; 1933 8 below; 1936 4 below; 1937 10 below; 1943 3 below; 1950 21 below with 3 weeks of blind car driving! ---Dalles Chronicle 1950 Historical Edition,--Mountaineer.

PICTORIAL HISTORY OF THE DALLES

The most outstanding pictorial history of The Dalles is that priceless collection owned, possessed and displayed each year in May by the Wasco County Pioneers' Association. It is stored in the fire-proof basement of Wasco county courthouse. For years Robert L. Murray has acted as custodian of that collection. It has not been catalogued so the names or titles of the photoes cannot be published. It contains the personal photographs and enlargements of hundreds of early Wasco county pioneers, each with a history of its own, if known. There are also hundreds of photoes of places of business, boats, flood scenes, general views, meetings, reunions, encampments, the fort buildings, teams, wagons, events. This collection is indeed a history itself, an impressive drawing card for members and visitors alike. Each photo merits reproduction on film for duplication purposes in case of loss of the original. A picture often tells a story that words cannot convey.

Camera Club Collection

The Dalles Camera Club Historical photoes of The Dalles and vicinity is the second best collection of old pictures we have. The films of this collection are kept in the film library of H.G. Miller, an active member of the Club. The Club made up and sold about 50 albums of old Dalles photoes 8 X 10, as a club fund-raising project. They gave one copy to the Oregon State Library and one to the Oregon State Historical Society for preservation. The Dalles Camera Club occupies the quarters of Benj. A. Gifford, internationally famous photographer of The Dalles at the turn of the century who had a gallery on the upper floor of the Chapman building. A list of the Camera Club films of historical importance:

- 1A Bailey Gatzert; passengers disembarking about 1900; B.A. Gifford photo; H.G. Miller collection.
1. Bailey Gatzert(1880-1917)Fast Dalles to Portland passenger boat; cordwood on beach; Miller photo.
2. Bailey Gatzert; another fine photo by Mrs. H.G. Miller.
3. Western Queen(1880-1918); steam ferry at The Dalles operated on cable; photo by Mrs. H.G. Miller.
4. Western Queen frozen to Columbia river ice; photo by Mrs. H.G. Miller.
5. Wood Scow Ella(1880-1917); barging fuel to The Dalles under full sail; Mrs. H.G. Miller photo.
6. Methodist Mission at The Dalles in 1838; Oregon Historical Society painting; W.H. McNeal collection.
7. Dugout Canoe With Indian; canoe at Historical Building; B.A. Gifford photo; H.G. Miller collection.
8. Fort Dalles Ruins 1890; showing Main Barracks, Supply House, Guard House; Gifford photo; McNeal col.
9. Joaquin Miller, poet & Fred Benzer Fort Dalles Baker; B.A. Gifford photo showing Ft. Dalles bakery.
10. Methodist Mission at The Dalles; early drawing; M.H. McNeal collection.
11. The Dalles in 1867; showing Mint under construction and 3rd street as the main street.
12. STEAMER HASSALO(1863)at O.S.N. dock at mouth of Mill creek.
13. PULPIT ROCK with Joseph Luxello, first Indian convert of the Methodist Mission demonstrating how Daniel Lee chiseled out the seat and preached to the Indians; Gifford photo.
14. GUARD HOUSE OF OLD FORT DALLES(1854-1922)torn down to make room for Col. Wright school.
15. GUARD HOUSE OF OLD FORT DALLES showing how Sam Johns Lumber flume terminated there in 1905.
16. STEAMER LURENE(1905)also showing Shoe Factory at Dallesport. 14,15 & 16 Mrs. H.G. Miller photoes.
17. HORSE STABLES OF OLD FORT DALLES; 10 & Mt. Hood; photo by Mrs. H.G. Miller.
18. SURGEON'S QUARTERS OF OLD FORT DALLES; only Fort building left; erected 1854; Mrs. H.G. Miller.
19. KITCHEN OF OLD FORT DALLES; 15 & Trevitt; photo by Mrs. H.G. Miller.
20. OFFICERS QUARTERS OF OLD FORT DALLES; burned 1880; Louis Fritz collection from Thelma Cox.
21. QUARTERMASTER'S QUARTERS OF OLD FORT DALLES; house L.S. Fritz was born in; Thelma Cox collection.
22. STEAMER REGULATOR(1880-1917)passenger & freight boat at Cascades; Mrs. H.G. Miller photo.
23. INDIANS FISHING AT CELILO; H.G. Miller photo.
24. HOTEL ALBERT(Bank Hotel)1915; B.A. Gifford photo; H.G. Miller collection.
25. PIONEER BUILDING(2nd & Wash.1915)showing American Express office; Gifford photo; Miller collect.
26. G.A.R. CONVENTION CELEBRATION ARCH(2nd & Wash. 1898); Gifford photo; Miller collection.
27. PIONEER BUILDING(2nd & Wash)showing Wheeldon(Hudson)Land office & Bohn's Printing office.
28. PEASE & MAYS BUILDING(2nd & Fed.)1910; showing board walk; Gifford photo; H.G. Miller collection.
29. WALTHER-WILLIAMS HARDWARE CO(2nd & Fed.1910)showing wagons for sale & wire on walk; Miller col.
30. A. M. WILLIAMS STORE about 1910; Gifford photo; H.G. Miller collection.
31. PRINZ & NITSCHKE UNDERTAKING & FURNITURE CO.1910; 209 E 2nd; Gifford photo; H.G. Miller collection.
32. MAIER & SCHANNO, FAULTS SALOON, BLAKELEY DRUG STORE & NICKELSEN'S BOOK STORE 1910; Miller col.
33. WHITE HOUSE SALOON(2nd & Court 1910) B.A. Gifford photo; H.G. Miller collection.
34. FLOOD 1894; taken on west 4th and showing railroad shops submerged; Mrs. H.G. Miller photo.
35. FLOOD 1894; showing Tom Hudson home on west 2nd street; Mrs. H.G. Miller photo.
36. FLOOD 1894; 2nd & Federal looking west; Mrs. H.G. Miller photo.
37. FLOOD 1894; 3rd & Court looking west; Mrs. H.G. Miller photo.
38. FLOOD 1894; Umatilla House on First; Mrs. H.G. Miller photo.
39. THE DALLES 1887; looking up Union street; Fred W. Wilson collection.
40. RAILROAD TRESSEL ON WEST 2nd; showing Umatilla House & Columbia hotel; Mrs. H.G. Miller photo.
41. ODD FELLOWS BUILDING 1912; post office location; B.A. Gifford photo; H.G. Miller collection.
42. ODD FELLOWS FIRE Aug. 1914; burned post office, Brills clothing, Great Northern Furniture store, Welsh & Beck's Second Hand store, Louis Comini Marble Works; W.H. McNeal collection.
43. WOODEN WASCO MILL; burned 1911; best building in northwest; Mrs. Otto Green collection.
44. SECOND STREET IN 1900; shows Seufert-Condon telephone line on north side of street and Wasco Mill electric power line on south side of street; how poles were used as hitching racks.
45. DONNELL'S DRUG STORE 1912; Gifford photo; H. G. Miller collection.
46. HOTEL DALLES in 1910; showing horse drawn bus which met boats and trains; H.G. Miller collection.
47. DALLES-CELILO PORTAGE RAILROAD(1862-1915)view Cape Horn 1881; Pioneer's Collection.

48. GREAT NORTHERN FURNITURE STORE, 1914, 413 E 2nd; H.G. Miller collection.
49. THE CASTLE OF THE DALLES; 10 & Laughlin; H.G. Miller photo.
50. ENGINE OF DALLES TO CELILO PORTAGE RAILROAD; 1900; Mrs. H.G. Miller photo.
51. WARP & PORTAGE RAILROAD TERMINAL WEST MILL CREEK, 1884; Pioneers' Association collection.
52. VOGT BLOCK 1914; B.A. Gifford photo; H.G. Miller collection.
53. SCHANNO BUILDING 1915, 2nd & Court; B.A. Gifford photo; H.G. Miller collection.
54. HORN SALOON; had largest collection of stuffed animals west of St. Louis; H.G. Miller collection.
55. MOUTH MELL CREEK & BEACH 1914; showing wood transportation scows, wood piled on beach, ferry Western Queen, boat warves, wireless tower; Gifford photo; W.H. McNeal collection.
56. WOOD SCOW ON COLUMBIA UNDER FULL SAIL (1870-1918); Gifford photo; W.H. McNeal collection.
57. B.A. GIFFORD, INTERNATIONALLY FAMOUS PHOTOGRAPHER of The Dalles; W.H. McNeal collection.
58. B.A. GIFFORD PHOTO WAGON in Central Oregon in 1890's; W.H. McNeal collection.
59. WOODEN SPEARS FOR FISHING BY CELILO INDIANS, used before dipnets; Gifford photo; W.H. McNeal col.
60. AMERICAN LEGION FROLICS VEHICLES; W.P.A. photo; W.H. McNeal collection.
61. EZRA MEEKER DEDICATING "END OF OLD OREGON TRAIL MARKER" in Union Street Park 1906; Gifford photo.
62. OPENING OF CASCADE LOCKS 1896; Harrin photo; W.H. McNeal collection.
63. FLOOD 1894, view from Dalles Hospital bluff; Hans Blaser photo; W.H. McNeal collection.
64. FREIGHTING IN CENTRAL OREGON, 10 horse team near Antelope enroute from Shaniko to Lakeview; photo taken for U.P. Railroad by B.A. Gifford; W.H. McNeal collection.
65. FREIGHTING WOOL INTO THE DALLES 1880; 10 horses, 3 wagons; Hans Blaser photo; W.H. McNeal col.
66. SHOE FACTORY AT DALLESPORT IN 1890's; B.A. Gifford photo; W.H. McNeal collection.
67. WASCO INDEPENDENT ACADEMY (1880-1915); B.A. Gifford photo; W.H. McNeal collection.
68. FLOOD 1894 AT 3rd & UNION; B.A. Gifford photo; W.H. McNeal collection.
69. RAILROAD SHOPS WEST FIRST (1880-1917); Patridge photo; American Legion collection.
70. FLOOD 1894, looking west from Brewery showing power & phone poles on 2nd; Farlin photo; Legion col.
71. THE DALLES IN 1870; showing churches on 3rd near Washington; W.H. McNeal collection.
72. LANDING OF EMIGRANTS ON COLUMBIA IN 1890's; B.A. Gifford photo; W.H. McNeal collection.
73. WRECK OF THE REGULATOR BELOW CASCADES IN 1890's; Mrs. H.G. Miller photo.
74. THE TYPICAL SHEEPHERDER; taken near Maryhill by B.A. Gifford; W.H. McNeal collection.
75. PORTAGE WAGON ROAD AT CASCADE LOCKS (1858-1896), first gorge highway; Mrs. H.G. Miller photo.
76. RAILROAD TRESSSEL AT I & UNION IN 1890's; Mrs. H.G. Miller photo.
77. FLOOD 1894 at 3rd looking north on Court across Columbia; Mrs. H.G. Miller photo.
78. BREWERY AT THE DALLES (1880-1916); Hans Blaser photo; American Legion collection.
79. MIMALOOSE ISLAND ABOUT 1900; Mrs. H.G. Miller photo.
80. MOODY WAREHOUSE RECEIVING WOOL IN 1890's; Mrs. H.G. Miller photo.
81. FIRST COURTHOUSE IN WASCO COUNTY 1858 at 3rd & Court; Fred W. Wilson collection.
82. HERMIT WOODRUFF'S CAVE ABOVE CATHOLIC CEMETERY; B.A. Gifford photo; W.H. McNeal collection.
83. FLOOD 1894; ferry landing east of United Mill; Hans Blaser photo; American Legion collection.
84. RECEDING OF 1894 FLOOD ON WEST 2nd; Mrs. H.G. Miller photo.
85. SHIP CONSTRUCTION AT THE DALLES (1858-1896); H.G. Miller collection.
86. SIDE-WHEEL STEAMER IDAHO AT THE DALLES IN 1863; Fred W. Wilson collection.
87. WOODEN CATHOLIC CHURCH OF THE DALLES and start of work on brick church; American Legion collection.
88. THE DALLES IN 1885; Hans Blaser photo; American Legion collection.
89. FOOT OF WASHINGTON STREET IN 1865, showing Geo. Rush in Lincoln attire; American Legion collection.
90. THE DALLES IN 1877 2nd & Washington 4th of July parade; Pioneers' Collection.
91. THE DALLES 1894, 4th & Washington, flood business location in Baptist church; Legion collection.
92. FLOOD 1894; 2nd & Court looking east on 2nd street; Mrs. George Obarr collection.
93. CRATE CABIN AT CRATES POINT (1850-1949); W.H. McNeal photo.
94. FLOOD 1894, Columbia Hotel at First & Union; Mrs. George Obarr collection.
95. FARMERS (OBARR) HOTEL in 1890's; Mrs. George Obarr collection.
96. COBBLE STONES ON 2nd STREET AFTER FIRE OF 1891; W. H. McNeal collection.

HISTORICAL SOCIETY NEGATIVES ON FILE AT ELITE STUDIO

- HS2. GUARD HOUSE OF OLD FORT DALLES and showing old Sam Johns Lumber flume.
- HS3. OLD INDIAN TOWN ABOUT 1912, west 2nd across Mill creek where nat is now located.
- HS4. MISSION BUILDINGS AT THE DALLES 1838; drawing; located on 11 between Washington & Federal.
- HS. ARROW COLLECTION for years on display at Historical Society museum at 15 & Garrison.
- HS5. RELICS ON DISPLAY AT FORT DALLES HISTORICAL MUSEUM 15 & Garrison.
- HS6. HISTORICAL MUSEUM BUILDING, Surgeons Quarters of Old Fort Dalles erected 1854.
- HS7. DISPLAY AT HISTORICAL MUSEUM showing old organ, piano and wall pictures.
- HSP. DISPLAY AT HISTORICAL MUSEUM showing fireplace, clock and photos.
- HS17 GUARD HOUSE, SUPPLY HOUSE & PART OF KITCHEN OF OLD FORT DALLES.
- HS18 BAKERY OF OLD FORT DALLES, located at 16 & Bridge; showing Fred Benzer, Old Fort Dalles baker of 1852, reminiscing with Joaquin Miller, Poet of the Sirras, under the old pine tree at the Bakery; B.A. Gifford photo of 1908 lithographed in Germany.
- HS19 CASTLE OF THE DALLES which was built in 1866 at 10 & Laughlin; see story on page 27.
- HS20 HERMIT WOODRUFF'S CAVE back of Catholic cemetery showing Woodruff in front of cave.
- HS20 MAIN QUARTERS OF OLD FORT DALLES TAKEN IN 1890; a very fine photo; also in Camera Club files.
- HS5 OLD WASCO COUNTY INDEPENDENT ACADEMY, located at 10 & Washington (1880-1915).

AMERICAN LEGION NEGATIVES ON FILE AT THE ELITE STUDIO

These photographs were gathered for the American Legion Frolics publication use, by the writer of this history, about 20 years ago, so that the Legion would have their own supply of films for their historical Frolics publication, issued annually. R. A. Brouhard, owner of the Elite studio at that time, did the photography work and charged the Legion \$17(\$51 in 1952). The films were left on file at the Elite studio for use of the Legion and so any person might have a print made. Regardless of who owns the Elite studio these historical films are still the property of the American Legion. They are in good hands at the Elite studio and should be left there for future use. Each film has a code letter AL which stands for American Legion, followed by a code number.

- AL25. INDIAN SKULLS ON MIMALOOSE ISLAND BEFORE FLOOD OF 1894.
- AL26. INDIANS SKULLS ON MIMALOOSE ISLAND BEFORE FLOOD OF 1894, another view.
- AL27 and AL28 FOLDA'S DALLES BAND taken about 1912.
- AL29. DONKEY ENGINE of 1914 used on construction of Dalles-Celilo canal.
- AL30. OLD FORT DALLES BUILDINGS, distant view showing Sam John's Lumber flume.
- AL31. INTERSTATE SHOE FACTORY BUILDING AT DALLESPORT, WASH. taken about 1915.
- AL32. OLD FORT DALLES GUARD HOUSE and other Fort Buildings on Col. Wright school grounds.
- AL33. DALLES HIGH SCHOOL BASEBALL TEAM OF 1906, taken at Whittier school.
- AL34. DALLES INDIANS IN FULL FEATHERED DRESS about 1913. AL35 More Indians.
- AL36. DALLES BUSINESS DISTRICT IN 1885; Hans Blaser photo from east end of town.
- AL37. Fred Benzer's OLD FORT DALLES BAKERY, view taken after Fred died.
- AL38. WOODEN CATHOLIC CHURCH, work just starting on present brick church.
- AL39. FERRY LANDING EAST OF WASCO MILL during high water of 1894.
- AL40. EARLY LOG CABIN OF THE DALLES caked with mud, located near Christman spring 15 & Dry Hollow.
- AL41. SUPPLY HOUSE OF OLD FORT DALLES, partly tore down.
- AL42. PACKING CREW AT GEORGE COOPER RANCH 1908.
- AL44. SECOND STREET looking east at Washington, the muddy condition of it in the Gay '90's, also showing the Seufert-Condon telephone line on north side and Wasco Mill power line on the south side, both lines used for hitching posts by farm teams; a fine photo.
- AL45. STEAMER S.G. REED of the O.S.N.Co. at Mill Creek Warf July 1878; Fred Wilson collection.
- AL46. STEAMER ANNIE FAXON AT CELILO May 1, 1877; Fred W. Wilson collection.
- AL47. STEAMER BAILEY GATZERT(1898-1917); Pioneer collection.
- AL48. STEAMER REGULATOR(1896-1917); Fred Wilson collection.
- AL49. STEAMER R.R. THOMPSON of O.S.N.Co.; Pioneer collection.
- AL50. STEAMER HASSALO of O.S.N.CO. 1888 at warf at mouth of Mill creek; Pioneer collection.
- AL51. DALLES TO CELILO PORTAGE RAILROAD(1862-1915) showing warf and beach in The Dalles.
- AL52. DALLES IN 1887, showing the U.S. Mint under construction and how 3rd was main travelled street.
- AL53. DALLES TO CELILO PORTAGE RAILROAD(1862-1915) showing train at Cape Horn in 1894.
- AL54. PUMPING SAND OUT OF THE COLUMBIA at $7\frac{1}{2}$ a yard, for construction on Dalles-Celilo canal.
- AL55. LAST LARGE BLAST ON DALLES-CELILO CANAL Feb.5,1914, which opened canal; J.B. Small collection.
- AL56. STARTING WORK ON DALLES-CELILO CANAL at Big Eddy in 1906; J.B. Small collection.
- AL57. BASALT CONSTRUCTION IN TANDEM LOCKS AT BIG EDDY on Dalles-Celilo canal; J.B. Small collection.
- AL59. WATER TUNNEL CONSTRUCTION at Dillon, J.B. Small, Supt; blasted out within 3 feet of surface.
- AL60. UMATILLA HOUSE POOL ROOM(1865-1929).
- AL61. UMATILLA HOUSE, main office and waiting room where all trains and stages stopped.
- AL62. FLOOD 1894 at 3rd & Union.
- AL63. FLOOD 1894, view from Dalles Hospital steps.
- AL64. MAIN STREET(2nd)SUMMER OF 1885 in 200 block, shows 3-story buildings before fire of 1891.
- AL65. RAILROAD SHOPS ON WEST FIRST(1862-1917) across Mill Creek, established by O.S.N.Co.
- AL66. FLOOD 1894, business section at 5th & Washington streets.
- AL67. 10-HORSE "JERK" LINE TEAM(1864-1915) bringing wool into The Dalles.
- AL68. Co.G.3rd.OREGON AT ARMORY 1st & Washington(Model laundry)April 28,1898.
- AL69. O.R.& N CO. TRESSSEL ACROSS MILL CREEK(1882-1914) taken 1888.
- AL70. 4th OF JULY PARADE 1877 at 2nd & Washington, looking up Washington.
- AL71. FIRST & WASHINGTON 1865; looking south up Washington, showing Globe Hotel.
- AL72. JEROME LAUER'S SALOON, 120 E 2nd, note Columbia Beer sign, Dalles made beer of Buchler brewery.
- AL73. FLOOD 1894 showing high water around Umatilla House; Hans Blaser photo.
- AL74. OPENING OF CASCADE LOCKS Nov. 5, 1896.
- AL75. DEEP SNOW OF 1884 ON 2nd STREET in 200 block; companion photo for AL64-summer of 1885.
- AL76. ARRIVAL OF STEAMERS AT THE DALLES FROM PORTLAND Nov.5,1896, following opening of Cascade Locks; Dalles City, Regulator, Sarah Dixon; celebrating "an open river to the sea."
- AL77. CREW OF THE TIMES-MOUNTAINEER edited by John Michell.
- AL78. AUGUST BUCHLER'S BREWERY in 1915 at crest of business; Hans Blaser photos(79 & 80-other views).
- AL81-82-83-87 HEAVY BREWERY BEER DRINKERS OF BUCHLER'S BREWERY; Hans Blaser photoes.
- AL86. BLASER WAGON SHOP IN THE DALLES at 805 e 2nd; Hans Blaser photo.
- AL85. FLOOD 1894; view from top of Wasco Mill; Hans Blaser photo.

WANTED

WANTED--Copy of the Rev. O.D. Taylor photo-drawing of The Dalles Bridge across the Columbia in 1890's.
Copy of any Stage Coach photos, which operated out of The Dalles; copies of any saddle or pack trains; or any freight teams which operated out of The Dalles.

HISTORICAL NEGATIVES AT THE L. V. BROUGHTON STUDIO

1. OBARR HOTEL 1890 as a 2-story building; 812 E 2nd; Pioneer Collection.
 2. OBARR HOTEL 1893, jacked up on scaffolding preparatory to adding ground floor; Pioneer collection.
 3. OBARR HOTEL with completed first floor, hotel name changed to Farmers Hotel; Pioneer collection.
 4. 4th OF JULY PARADE 1877 at 2nd & Washington, looking south on Washington; Pioneer collection.
 5. UNION STREET LODGING HOUSE in 1890's showing Dunham Drug Store on first floor at 2nd & Union.
 6. JACKSON ENGINE CO. in front of fire station next to Elks Club on 3rd St.; Pioneer collection.
 7. HIGH BICYCLE RACE ON 2nd STREET IN GAY '90's; Pioneer collection.
 8. DUFUR STREET SCENE ABOUT 1912; Pioneer collection.
 9. SCHANNO BUILDING 2nd & Court in 1890's showing Freiman's Shoe store.
 10. DEDICATION OF BONNEVILLE POWER STATION, series of photos taken May 14, 1941.
- Mr. Broughton has many other more recent parade and historical photos.

HISTORICAL NEGATIVES IN W. H. MC NEAL COLLECTION

1. WOODEN WASCO MILL BUILDING which burned in 1910; Mrs. Otto Green's collection.
2. SMOLDERING RUINS OF WASCO MILL FIRE of 1910; Mrs. Otto Green's collection.
3. WASCO MILL CREW before fire of 1910; Mrs. Otto Green collection.
4. ODD FELLOW LODGE HALL AND POST OFFICE FIRE OF 1914; Mrs. Otto Green collection.
5. 4th STREET AT COURT ABOUT 1912, showing board walks and popular trees; Weigelt Bros. collection.
6. 2nd STREET AT ODD FELLOWS CORNER ABOUT 1910 showing Seufert-Condon telephone line on north side of street and Wasco Mill power line on south side of street; Weigelt Bros. collection.
7. GUARD HOUSE AND SUPPLY HOUSE OF OLD FORT DALLS.
8. UNION STREET PARK ABOUT 1917 showing band stand made from Laughlin school; Weigelt Bros. collect.
9. 2nd STREET WITH COBBLESTONES IN 200 BLOCK ABOUT 1910; Weigelt Bros. collection.
10. CRATE CABIN AT CRATES POINT (1850-1949) oldest house in Wasco County.
11. LEWIS JOHNSON PEANUT WAGON; Roy Johnson collection.
12. PROF. WILLIAM BIRGFELD'S ORCHESTRA; Morris Paulson collection, Oakland, Calif.
A photo of the Kirby Peanut Wagon and 2nd & Washington, east, west and south, hangs on the wall of the office of Dr. Dean Johnson, dentist; taken about 1910; visitors welcome to view same.
13. DEDICATION CEREMONIES OF THE O.R. & N RAILROAD IN THE DALLS 1883; Fred W. Wilson collection.
A painting of the EMIGRANTS FORDING THE MOUTH OF THE DESCHUTES RIVER BEFORE 1860 hangs in the lobby of Wasco County courthouse.
14. THE PRINEVILLE STAGE which operated between Shaniko and Prineville in 1904; Neg in Miller files.
15. THE C.L. SCHMIDT FLOUR MILL 1893 at west end of Third street; B.E. Sallick collection; Miller files.
16. FLOOD 1948; H.G. Miller photo taken from Port Grain elevator, sowing Port Dock under water.

HISTORICAL NEGATIVES AT THE ANGELUS STUDIO 514 SW 2nd, PORTLAND

509. DALLS CITY AT CASCADE LOCKS
511. HARVEST QUEEN AT ASTORIA
512. HASSALO AT PORTLAND
515. REGULATOR AT CAPE HORN
518. UNDINE AT PORTLAND
520. BAILEY GATZERT AND T. J. POTTER AT PORTLAND.
519. UNDINE AT CELILO.
536. STAGECOACH AT BINGHAM SPRINGS IN BLUE MOUNTAINS ON DALLS TO SALT LAKE CITY RUN.
543. SHANIKO TO REDMOND STAGECOACH OF 1905.
565. WAGON TRAIN ON THE OLD OREGON TRAIL.
566. ANOTHER WAGON TRAIN ON THE OLD OREGON TRAIL.

Many other fine historical films well worth time and effort to look over.

OREGON STATE HISTORICAL SOCIETY PHOTOGRAPHS 235 SW Market, Portland.

All photos at Oregon Historical Society must be re-photographed which costs \$1. each for 8X10 (1949).

METHODIST MISSION AT THE DALLS IN 1838, a painting by Toppin (Tapper) made in 1849 of the mission stockade at 12 & Washington; showing the main quarters, 2 log buildings and an Indian TP within the stockade enclosure. Prints of that painting are available at the Leo Simon Studio, 711 SW Ankeny in Portland at a cost of \$1. each for 8 X 10 prints (1949). Its a must for every collector.

2. First Courthouse in The Dalls.
3. The Dalls in 1870 taken from the Washington shore.
4. Birds Eye View of The Dalls in the 1880's, from the Hospital bluff showing Robinson Livery stable.
5. Umatilla House in Flood 1894, 140 rooms costing \$91,000 in 1877.
6. Railroad Tressel in 1880; D.C. Herrin photo for D.P.A.N.Co.
7. The Dalls in 1890 from Brewery Bluff showing Wooden Wasco Mill and 2nd street.
8. Webber Fruit ranch; 9. Academy Park school; 10. Celilo Canal; 11. Cabbage Rock; 12. O.S.N. Shops;
13. O.S.N. Office; 14. Dalls in 1870 from Washington shore; 15. Wooden Catholic church; 16. Dalls from Sunset Hill; Officers Quarters of the O.S.N. Co. O.S.N. Docks and Tressel; Sard Fenses on Dalls to Celilo Portage road; Guard House & Supply House in colors; Historical Building.

BENJAMIN A. GIFFORD NEGATIVES

In 1949 Mrs. Ralph Gifford, R.4, Box 232 at Salem said, "My husband Ralph Gifford (son Benj. A.) sold all the B. A. Gifford negatives to Sawyer, Inc. 735 SW 20, Portland, Oregon there being about 12,000 of them! I still have some of the oldest and best of the negatives as family heirlooms for our son Ben. Ralph Gifford has 500 choice negatives of Oregon views in our files which will increase in value as time goes on. Ralph built up a wonderful file of negatives for the Travel and Information Department of the Oregon State Highway Commission, before he died. When we came to Salem in 1936 that department didn't even have a camera or dark room! Ralph offered to use his if they would establish a picture department to advertise Oregon. It went over big and now there are several stenographers besides the men at the head of the department and it does over \$100,000 worth of business annually! It is too bad that Ralph didn't live to see the fruitfulness of his efforts.

The "choice heirloom negatives" Mrs. Ralph Gifford has are: The Western Queen ferry at The Dalles froze in the river ice about 1906; 2. Emigrants on the banks of the Columbia, with wagons, embarking on boats for trip down the river; 3. Ezra Meeker dedicating the marker in the Union street Park in 1906. 4. His famous SUNSET ON THE COLUMBIA near Maryhill. 5. Freighting in Central Oregon, out of Shaniko about 1905; Joseph Luxllo seated on Pulpit Rock demonstrating how Jason Lee preached to the Indians, Luxllo being his first Christian convert. 7. the Wood Scow Reliance under full sail heading up the Columbia to The Dalles. 8. The Indian Madonna maiden. 9. Matt Thornton the Typical Sheepherder taken near Kingsley about 1900. 10. Indians Fishing with Spears at Celilo. 11. Gifford photo tent on the road. 12 Chief Hash-Nash Sheet of Pendleton and Chief Shen-No-Watch of Celilo in full Indian regalia about 1900. 13 & 14 Gifford Photo Wagon on the road. Prints \$1. each.

The Historical negatives at Sawyers, 725 SW 20, Portland, Oregon:

147 Indian Dugout canoe on Columbia with Indian, canoe now at Historical building; 149 Spinx Rock near The Dalles; 159 Steamer and Fish wheel on Columbia; 169 steamer Dalles City; 162 steamer Regulator; 172 Internationally famous Mt. Hood from Lost Lake glass negative that he was offered and refused \$1000 for! 230 Same Lost Lake view. 185 80,000 sacks of wheat at The Dalles. 187 The Dalles with Mt. Hood in distance. 195 Bradford Island. 199-201 Cape Horn on Columbia. 214 Chief Hash-Nash and Shen-no-watch; 216 & 231 Internationally famous photo of Mt. Adams from Troutlake, Wn. 219 Regulator at Palsiades; 220 Fish wheel on Columbia. 221 Matt Thornton the Typical Sheepherder; 229 Indian squaw; 235 Dalles City at Rooster Rock; 241 Steamer Metlake; 243 Bailey Gatzert; 251 Mt. Hood from Dufur Valley; 256 White River Falls, used on Wasco Mill four sacks (missing); 258 Fish wheel and train; 263 Scening for Salmon at The Dalles; 277 Falls on the Deschutes; 284 Emigrant wagons on the Columbia; near Deschutes crossing; 290 Old Log school house, believed to be Doyle on upper Chenowith; 289 Rocks near Fossil; 292 Wood Scow under full sail on Columbia; 305 Lava Butte at Bend; 315 3-Sisters at Bend; 316 Ralph Gifford on Deschutes; 318 Sagebrush of Central Oregon; 319 Interior of Drake house; 301 1/2 Drake House and ranch; 321 Sunset & Tsepees on the Columbia, taken July 20, 1905 near Maryhill, Wn.; 322 Indian Madonna and her child; -taken July 20, 1905 of a Warm Springs Indian maiden; 321 Weneka, another name for Sunset; 323 Internationally famous Freight Team and wagon of Central Oregon in 1905 near Antelope; 328 Yakima Indians.

No. 329 was PULPIT ROCK & JOSEPH LUXELLO, Yakima Chief, seated on top demonstrating how Jason Lee chiseled out the seat and preached to the Indians; he was baptised at the mission about 1840. 331 Dugouts on the Columbia; 332 Cave at Ashwood; 333 End of Oregon Trail, Ezra Meeker dedicating marker in Union Street Park in 1906 to that effect; 339 Ashwood, Oregon; 346 An Oregon Beauty horse; 347 seems to be a duplicate of 221 Matt Thornton the Typical Sheepherder near Kingsley about 1900; 349 Fossil, Oregon; 351 John Day, Oregon; 353 Fish wheel near Celilo; 356 Dufur, Oregon; 357 Prineville, Oregon; 358 Gateway to the Inland Empire; 364 Ice Jams on the Columbia; 368 Guard House at Old Fort Dalles & Supply House looking south; 370 Robber's Roost in 30 Mile canyon near Condon; 372 Williams Fish Wheel on Columbia; 380 Junction of Warm Springs and Deschutes rivers; 381 Mutton Mt.; 383 Dalles Vineyards; 364 Mill Creek; 365 Mt. Hood from Mill creek; 566 Spink Rock; 574 Dalles Residents about 1900; 576 The Dalles from Washington shore; 823 Gifford and his Dalles cherry orchard; 826 Dalles orchard; 830 Dalles tomatoes; 810 Dalles prunes; 806 Dalles grapes; 805 Dalles melons; 800 Dalles pears; 796 Dalles pears; 808 & 816 Dalles apples & trees; 822 Dalles peaches; 831 Ranch at Dufur; 836 Grain at Dufur; 842 Hay at Dufur; 851 Main street in Dufur; 856- 866 Dufur apples; 868 15 Mile at Dufur; 875 Wheat warehouse at Dufur; 876 Dalles apples; 877 Dalles pears; 882 Dalles turkeys; 917 Watermelons at Goldenadle.

1016 Birdseye view of Dalles; 1043 Ferry at Dalles; 1183 Freighting wheat at Heppner; 1246 Eastern Oregon sheep; 1308 Oregon Cedars; 1308 Oregon Timber; 1320 Dufur country; 1321 Dufur wheat ranch; 1323 cultivating at Dufur; 1824 Mt. Hood from Dufur; 1330-41 Hood River scenes; 1345-77 Oregon coast scenes; 1495 Sheep camp at Dalles; 1501 Daisy field at Dalles; 1518-98 Eastern Washington scenes; 1614 Sheep shearing at Heppner; 1612 Pigs & more pigs; 1615 Hauling wool; 1624-91 coast scenes; 1644 Log raft on Columbia; 1649 Haystack Rock; 1737 Harney Valley cattle; 1765 The old Chuck Wagon; 1820 Threshing; 1831 Haystacks; 1879 Crooked River Bridge; 1928 Historical Building; 2256 Redwoods of Ore.; 2487 Dalles Reservoir; 2504 Celilo Falls; 2507 Columbia near Dalles; 2508 Swimming pool near Dalles; 2542 Exposition Buildings in Portland; 2571 Silver Thaw in Dalles 1912; 2575 Horse & Wagon snow scene; 2585 Gifford home; 2805 Studio in Portland; 2948 Sheepherder's cabin; 2952 Homesteaders cabin; 3609 to 3859 Yellowstone Park serries; -taken for railroads; 4798 Coyote in trap; 6223 Mist Falls; 6242 Multnomah Falls; -also 6598 and 1000 other Columbia river scenes for railroads; 7985 Wasco Mill; 12,500 Tygh Valley; 12,502 Dufur; Glacier, Yosemite, Bryce, Grand Teton, etc. for railroads. Copies \$1.

ADDITIONAL GIFFORD BIOGRAPHY

In addition to the biography data listed on page 62 on Benjamin A. Gifford, internationally famous photographer of The Dalles and Portland we have:

Born at Danville, Illinois Aug. 11, 1859. His early life spent in New York and Missouri on farms. Apprenticed in photography at Fort Scott, Kan. where he learned to make his own sensitized plates, shoot out-of-door scenes, do developing by sunlight on paper prepared by himself. Came to Portland in 1888; moved to The Dalles 1892 because of the wonderful natural beauties the Creator provided in the Columbia River gorge and immediate vicinity in addition to our fine picture-taking weather, mountain peaks, Indians, people, recreational advantages which so many of us do not see. In later years much of his work was for the railroads making enlargements of his famous northwest photos for depots and hotels in the east to draw railroad tourists and settlers into the west. He was probably better known and appreciated for his fine photography in the east than he was in Oregon!

His studio, then called a "gallery" was in the Chapman Block, now occupied by The Dalles Camera Club. He sold his business to Chas. Y. Lamb in 1908, returned to Portland so as to be closer to railroad officials, for whom he was starting to do work for, and where there was more people who appreciated photography work. His first marriage in Illinois was to Myrtle Peck and their son Ralph was born in Portland in 1894. His second marriage was to Rachel Morgan of The Dalles, daughter of Seth and Margaret (Hamilton) Morgan, pioneers of the Three Mile area. She taught school in and about The Dalles from 1897 to 1907 when she took up art work and became an assistant to Mr. Gifford from 1912 until their marriage in 1919. Mr. Gifford retired to their Vancouver, Wash. home in 1920 where they lived for 16 years until his death in 1936. He is buried in the Mt. Scott cemetery in Portland. Mrs. Gifford is a resident of Oswego and a frequent visitor of The Dalles where she still retains possession of the Gifford cherry orchard up Mill creek on Orchard road. The Gifford family home in The Dalles was at 712 E 13 and later at the northeast corner of 7 & Union.--Biography by Mrs. Gifford.

The Oregon State Library

The following W.P.A. photos and negatives are on file at the Oregon State Library and available for prints:

No. 46. Several old American Legion Frolics vehicles; 49. Umatilla House Bus; 48. Blake Gallaher U.S. Mail cart; 47. the Northern Pacific (Wells Fargo) Stage coach; 61. Father Rousseau's Catholic Mission homestead cabin remnants; 60. Baldwin saloon; 59. First (3rd) post office location in the Waldron Stone building at the foot of Washington street, the oldest building in The Dalles erected in 1859; 485. Shaniko; 670 Bakeoven; 50. Historical Society (Surgeon's Quarters) Building of Old Fort Dalles; 55. Umatilla House keyboard; 52 Academy Park school; 58 U.S. Mint at The Dalles; 10 The Wooden Congregational church at The Dalles; 105 The Methodist Mission at The Dalles; 292 Burial grounds; 383 Dalles Printers; 509 steamer; 596 Barlow Gate road; 442 Prairie Schooner; 509 Regulator; 519 steamer Undine; 565 Covered Wagon Train; 564 Covered Wagon Train; 566 Covered Wagon Train in Blue mountains; 598 Barlow Gate Toll road. An 8 X 10 print will run about \$1 each.

ELITE STUDIO

We neglected to mention that the Elite Studio has other historical negs besides those of the American Legion, but they are not catalogued by number or name for inclusion in this record.

HISTORICAL CUTS OF THE DALLES CHRONICLE

1. Flood 1894 at 5th & Wash.; 2. Constitution of Oregon; 3. E.C. Pease home; 4. City Hall and fire equipment; 5. Tug Keith; 6 Purlite Plant near Maupin; 7. Celilo Canal; 8. Johnson Bros. of Dufur; 9 Courthouse at 3rd & Union; 10 Goldendale home; 11 Whittier school; Air view of Oil town; 13 River Barges of 1950; 14 Old Swimming Hole; 15 Sleigh Ride at Wasco; 16 Wool at Moody Warehouse; 17 Ruins of Old Fort Dalles; 18 Columbia Fruit plant; 19 Maupin; 20 Celilo Canal; 21 Goldendale; 22 Freightling in Sherman county; 23 Steamer The Dalles; 24 Inland Navigation Tugs; 25 2nd Street; 26 Granada Theatre; 27 Western Queen Ferry; 28 The Dalles Airport; 29 Maupin Bridge; 30 Dalles in 1865; 31 Fort Dalles Horse Stables; 32 Steamer Regulator; 33 Portage Railroad in 1863; 34 Dufur; 35 Pulpit Rock tablet; 36 Wooden Catholic church; 37 Dalles Firemen; 38 Railroad Yards & Sawmill; 39 Crate Cabin; 40 Country school; 41 Steamer Bailey Gatzert; 42 Courthouse of 1854; 43 Stream-liner of 1950; 44 Pioneer locomotive; 45 Dalles in 1867 showing Mint under construction; 46 Flood of 1894 at 2nd & Federal; 47 Snow Removal in 1950; 48 Railroading in 1893; 49 The Windjammer; 50 Dufur Telephone Exchange; 51 Dufur Post Office; 52 Dalles Ferry 1950; 53 Umatilla House; 54 Umatilla House Lobby; 55 Umatilla House Billiard room; 56 Country school; 57 Wishram; 58 Dufur Fire Department 59 Tygh Valley. The Chronicle has had hundreds of other very fine cuts which they have destroyed.

BOHN PRINTING SHOP

There are a few historical cuts at the Bohn Printing Shop. Those reproduced in this history were Chronicle and Optimist cuts printed on the Gordon Bohn press.

OPTIMIST HISTORICAL CUTS

1. P.P. & L Substation; 2. WW2 Pontoon Bridge at Rufus; 3. County Fair Buildings; 4. Dalles City Ambulance; 5. Gus Anderson Accordion player; 6 Combine Harvest Scene of 1950; 7 Combine Unloading wheat; 8 Schmidt Flour Mill on W 3rd; 9 George Stadelman; 10 Logging with Oxen; Episcopal church; 12 Loading Logs on Truck; 13 Combining at Boyd; 14 Flood 1948; 15 Veterans Memorial List; 16 Comparative Power Rate Table; 17 Indians of 1950; 18 Flood 1948; 19 Army Invasion of Columbia in WW2; 20 Boyd Flour Mill; 21 Small Sawmill; 22 John Gavin; 23 Combining; 24 Logging by Oxen; 25 John Thompson 40 Years a Dalles Barber; 26. George Lindsay Dalles No. 1 Cameraman 1952; 27 Cattle Farm; 28 Booster Girls; 30 Boy Scouts in Uniform; 31 Port of The Dalles; 32 J.B. Kirk; 33 Coop Wheat Elevator; 34 Musicians at St. Marys; 35 Booster Girls; 36 V.F.W. Auxiliary; 37 Large U.P. Diesel 1948; 38 Combining; 39 Ft. Dalles Riders Mounted; 40 Riders at Tygh Fair; 41 P.N. Larsen in Frolic Garb; 42 Dalles Fair Grounds in 1915; 43 Williams Store; 44 Combining; 45 Bonneville Sub-station; 46 Motorcycle Riders; 47 Bonneville Sub-station; 48 Rowena Loops; 49 Pack Horse; 50 Blood Donors 1950; 51 Shoveling Snow 1950; 52 Wasco Mill; 53 Mountain Climbers; 54 Dufur Riding Club; 55 Wheat at Port; 56 Bonneville Dam; 57 Indians Fishing at Celilo; 58 4-H Club work; 59 Beautiful Girl on Beautiful White Horse; 60 Fire Department; 61 Wheat Field; 62 Inland Chief; 63 Typical Auto Wreck of 1950; 64 High School Band; 65 Com. Keith on Yacht; 66 Pulpit Rock Ceremonies; 67 Dr. T.E. Griffith; 68 High School Football Team; 69 Children of 1950.

No. 70 Dufur Swimming Pool; 71 Lambing Time; 72 Flood 48 at Big Eddy; 73 Home Demonstration Work; 74 Jury at Work in 1948; 75 Motorcycles in Action; 76 Dufur Riding Club; 77 Tygh Fair Buildings; 78 Dalles Ferry in Ice; 80 Booster Girls in Portland; 81 Fire at 9 & Union; 82 Vets Selling Xmas Trees; 84 Union Oil Station; 85 Mrs. Harvey & Sons at Wanic; 86 Firemen Fixing Toys; 87 Pioneers Reunion; 88 Tom Ward & Co. H Overseas; 89 George Barker Dairy; 90 U.P. Train of 1950; 91 Earl Sawtell at Post Office; 92 Booster Girls; 93 Chamber of Commerce Building; 94 Santa Claus; 95 Typical Mother of 1945; 96 Eastern Star Costumes; Dalles in 1858; 98 Fort Dalles Bakery; 99 Surgeon's Quarters; 100 Palmer's Franklin; 106 Father and Daughter of 1900; 107 Courtney & Wink; 108 Fat Stock Show; 109 George Lindsay No. 1 photographer of The Dalles; 110 John Day Dam; 111 High School Band; 112 Pioneer Banquet; 113 Combining.

No. 114 Deer Hunting; 115 River Steamer Teal; 116 Parade 1950; 117 Henry Bertrand & Pat; 118 Skiing; 119 Seining on Columbia; 120 Mr & Mrs Carlton Williams & Son Griffith; 121 Steamer Georgia Burton; 122 Booster Girls; 123 Baby Chick; 124 1945 PUD Board; 125 Catholic Church Spire; 126 The Old Reo; 127 Dalles-Celilo Railroad of 1883; 128 Legion Electric Car; 129 Legion Buick; 130 Horn Saloon; 131 Horse Combine; 132 1915 Celilo Canal Dedication; 133 Pioneer Play Cast; 134 Wasco Sun; 135 Old Costumes; 137 Class 1921 Reunion; 138 Legion Firing Squad 1951; 139 Auditorium Built 1921; 140 Penny's New Store; 141 School Board 1952; 142 Christmas Mail 1951; 143 Diane Christenson & Steer; 145 Vic Palmer & Frolics; 147 Henry Bertrand & Dog; 148 Picknickers of 1950; 149 4-H Club Work; 150 Implements of War.

CHERRY PARK GRANGE PICTURE PLATES

In commemoration of the 100th anniversary of the first settlement of Pioneers in The Dalles, Cherry Park Grange in May 1952 had made for sale, Historical Picture Plates, made by the Vernon Kilns of Los Angeles, the world's largest manufacturer of historical picture plates. Views on the plates show:

1. The Surgeon's Quarters of Old Fort Dalles erected in 1854 and the only remaining Fort building.
2. Ezra Meeker's Dedication of the Marker in Union Street Park, at the end of the Old Oregon Trail.
3. Indians Fishing at Celilo Falls soon (1958) to be submerged by The Dalles Dam.
4. Pulpit Rock with Joseph Luxello seated on top demonstrating how Jason Lee, Methodist Missionary of 1838, preached from the rock to the Indians; the pose was for B.A. Gifford Dalles photographer.
5. The Umatilla House of 1878 the most famous hotel on the Pacific coast at that time.
6. Steamer Bailey Gatzert, one of the fastest and nicest and most popular of Columbia river steamers which operated between The Dalles and Portland from 1896 to about 1917.
7. Wool Shipments being recieved at the Wasco Mill in 1896, a 10 horse team and 3 wagons; it took 30 days for a round-trip from The Dalles to Lakeview and return with wool by Jack McCulloch, owner and driver of the team (mounted on horse); the other men in the photo are F.B. Saunders the warehouseman for the mill, Leon Dawson, Chas. Dell, Milt Aiken. Between 1883 and 1902 The Dalles shipped 10,000,000 pounds of wool annually.
8. The Prineville Stage which operated between Shaniko and Prineville between 1902 and about 1915.
9. The 1854 date was when Wasco County was created by an act of the Oregon legislature. Between 1854 and 1882 Wasco County was the largest county in the U.S.--it extended from the summit of the Cascade Mountains, on the Columbia at Cascade Locks, followed the Cascade Summit to the California boundry; thence east on the present Oregon and Idaho boundaries to Green River, Wyo., at the Summit of the Rocky Mountains, and the western border of the Territory of Nebraska; our eastern boundry followed the Summit of the Rocky Mountains to Butte, Montana and included Yellowstone National Park; from there it followed a direct westerly line to the Columbia river and down to the summit of the Cascades at Cascade Locks, Oregon. It had an area of over 250,000 square miles! Once when Dan Butler was deputy sheriff he rode from The Dalles to Green River to get a man and the roundtrip took a month by saddle horse!--1000 miles each way! Fort Bridger was on our eastern boundry and Jim Bridger our "most far-eastern resident!" 1954 will mark our 100th anniversary as a county. (These plates sell for \$2 each and every native should have one!)

OUR HISTORY AT A GLANCE

- 1805 Lewis & Clark are led by Sacajawea across the Rockies to the Columbia; see first wooden houses west of Missouri at ancient Wishram Indian village; camp at mouth of Mill creek.
- 1810 Astoria founded by Capt. Alexander McKay's American Fur Trading Co., first in northwest.
- 1811 W.P. Hunt blazes OLD OREGON TRAIL to The Dalles with 80 men; establish Pacific Fur Trading Co. Madam Dorion was the leader who directed Hunt west from Fort Hall which he established.
- 1812 Oregon considered British territory. Treaty in 1818 provides for joint occupancy.
- 1812 Astor party returns east over Old Oregon Trail on account of British.
- 1813 David Thompson of the Northwest Fur Trading Co. of Montreal established posts at Wallula, Spokane, Vancouver and Astoria.
- 1818 Treaty of Ghent provides for joint occupancy of Oregon.
- 1821 Hudson Bay Co. and Northwest Fur Co. merged and for next 37 years dominated the fur business.
- 1821 Capt. B.L.E. Bonneville and 100 men follow Old Oregon Trail west and live 2 years with friendly Nez Perce Indians on lower Snake; many of his men joined Hudson Bay and stayed out west.
- 1821 Hudson Bay Co. establishes temporary post at The Dalles with James Burnie in charge.
- 1832 Indians send 4 Chiefs to St. Louis to ask Gen. Wm. Clark for copy of white man's bible.
- 1832 Capt. Nathaniel Wyeth follows Old Oregon Trail west to Ft. Hall for American Fur Trading Co.
- 1832 Jason Lee, first missionary to answer Indian's request for religion; comes west with Wyeth.
- 1833 Capt. Nathaniel Wyeth returns east over Old Oregon Trail, reports on Oregon country.
- 1834 Capt. Nathaniel Wyeth comes west again over Old Oregon Trail, bringing first wagons to Oregon with supplies for his company; also guides Dr. Marcus Whitman to Walla Walla.
- 1834 First white women in eastern Oregon were Mrs. Whitman and Mrs. Spalding.
- 1836 Capt. Nathaniel Wyeth sells Fort Hall to Hudson Bay Co.
- The Dalles
- 1838 Methodist Mission established at The Dalles with Jason Lee, Daniel Lee, Ben Wright and Rev. H.K.W. Perkins in charge of construction of log structures and compound at 10 & Washington.
- 1838 The Jason Lee Cattle Trail from The Dalles to Hood River, Lost Lake, Bull Run, Sandy and Oregon City established. The Dalles Mission had 2 dwellings, a school, stables, barns, shop, and 40 acres for a garden.
- 1840 Other missionaries come to Oregon.
- 1841 Chas Wilks expedition follows Old Oregon Trail to The Dalles; west on Columbia river, by boat.
- 1841 H.K.W. Perkin's daughter was the first white child born at The Dalles, in the Mission.
- 1842 Edward Crate lands batteaux near 8th & Washington during June high water (about 70 feet).
- 1842 Dr. Marcus Whitman returns east in October via Old Oregon Trail to Fort Bridger on Green River, enroute to Washington, D.C. to plead with Pres. Tyler to keep Oregon for America. Jim Bridger advised him to take a southern route through Utah and Colorado which he successfully did. Dr. Whitman told prospective emigrants to be ready to leave soon as spring weather permitted, for Oregon and he would join them as soon as he returned from Washington & lead them to Oregon. Pres. Tyler promised to keep Oregon for the U.S.; Webster wanted to trade Oregon for a mess of fish!
- First Wagon Emigration
- 1843 Dr. Marcus Whitman and Joel Palmer lead the first big emigrant wagon train to Oregon of 1000 people and 200 wagons over Old Oregon Trail to Walla Walla and The Dalles. Gen. John C. Fremont Military expedition accompanies emigrants to The Dalles, camping at Freemont Spring at 15th & Dry Hollow Road. The emigrants floated down the Columbia on rafts and in canoes.
- 1843 The first Oregon Provsional Government was formed at Champoege that winter.
- 1843 Mr. Joslin, who came west with Whitman, remained a resident at The Dalles over winter.
- 1844 Joel Palmer returns east over Old Oregon Trail for his family and publishes a booklet advising emigrants what to take for trip west; for next 20 years it was a "best seller" in Missouri!
- 1844 Daniel Wall appears at The Dalles on pack horse exploration of eastern Oregon, gathering a great deal of valuable information on mineral, farm and topography subjects.
- 1844 About 1500 emigrants pass through The Dalles. Indians reported doing some stealing of cattle.
- Samuel K. Barlow
- 1845 Samuel K. Barlow and Joel Palmer lead a 3000' emigrant train to The Dalles, there being no adequate transportation west by river they proceed to make a road over Cascades via Wamie; abandoned wagons in snow near summit, went on to Oregon City by pack train method.
- 1845 Joel Palmer climbs Mt. Hood, nearly barefooted, to get lay of country west toward Oregon City.
- 1845 Joel Palmer and Samuel K. Barlow appear before Provsional legislature requesting permission to cut a toll road over Cascades. Permission granted.
- 1846 Samuel K. Barlow and Phillip Foster, with 50 men, cut a toll road from Oregon City to Barlow Pass in Cascades; remained a toll road until about 1912. In 1919 it became a public road.
- Stephen Meek Train
- 1845 The Lost Stephen Meek emigrant train followed Barlow's train west, leaving the Old Oregon Trail near Ontario for a "cut-off route through Central Oregon"; became lost, suffered starvation, many deaths; was rescued by Methodist Missionaries at The Dalles; was "Donner Party of Oregon."
- 1846 The Jesse Applegate trail through Central Oregon and across Applegate Pass established.
- 1846 Emigration about 2000 through The Dalles.
- Whitman Massacre
- 1847 Dr. Marcus Whitman, his wife and 9 others massacred by Indians at Walla Walla Mission Nov. 29.
- 1847 In Dec. the Provsional Legislature authorized Col. J.W. Nesmith to send 50 volunteers to The Dalles under Maj. H.A.G. Lee who occupied the abandoned Methodist Mission as Fort Lee Dec. 9.

- 1848 The Cayuse Indian War at Walla Walla was fought under direction of Gen. Joel Palmer, Col. Wm. Gilliam, Col. J.W. Nesmith and Capt Nathan Olney. Joe Meek accompanied soldiers for first hand information, as "ambassador from Oregon" to the U.S. at Washington; reporting Indian massacre and asking for U.S. troop protection, which was granted. Cayuse Indians were destroyed. There was no emigration to Oregon in 1848 on account of the Indian war. Olney remains in Dalles.
- 1848 The Catholic Mission was established at The Dalles May 16 with Rev. Rosseau and Bishop Blanchet in charge. They built 2 cabins and a log church near county hospital spring. Father Mesplie took charge in 1851. The log church burned in 1855; replaced by a sawed lumber church near cemetery.
- First Troops to Fort Dalles
- 1849 The first U.S. Mounted Riflemen, under Col. W.W. Loring arrived at The Dalles 600 strong with 160 wagons, horses, teamsters, scouts etc. He established Fort Hall, Fort Laramie, went on to Oregon City for winter leaving Major Tucker in charge here. The men were in an exhausted and starving condition upon arrival at Fort Dalles. About 2000 emigrants followed the troops to Oregon in 1849 and 20,000 went to Calif. gold fields!
- 1850 Maj. S.S. Tucker proclaims Ft. Dalles Military reservation 10 sq. miles; denies settler rights to emigrants within reservation; Nathan Olney moves his store to Chenoweth creek; log Fort buildings constructed; Methodist Mission buildings ordered burned.
- 1850 The DONATION LAND CLAIM ACT passed by Congress Sept. 27, giving married men 640 acres. The law expired Dec. 1, 1855.
- 1850 The BRIDGE OF THE GODS book was written by Fredrick Homer Balch; was "best seller" of 44 editions! Many emigrants arrived in a starving condition at The Dalles and helped by Maj. Tucker.
- 1851 Very severe winter, Edward Crate loses nearly all of his stock at Crates Point.
- Post Office Established
- 1851 Post Office of The Dalles established Nov. 5, Wm. Gibson, postmaster, in Nathan Olney's cabin at First & Mill creek. Justin Chenoweth canoed mail from Cascade Locks, until that fall when the Flint, a side-wheel steamer was built to run from The Dalles to the Cascades.
- 1852 The emigration was 18,000 through The Dalles. C.W. Denton builds first boat landing at Dalles; Nathan Olney establishes ferry at mouth of Deschutes for emigrants. Salem becomes capitol.
- 1853 Steamer Allen & McKinley Co. operates between Dalles and Cascades for fast mail, freight and passenger service. C.W. Denton files Donation Land claim on Mill creek at Nielsen place where he established our first nursery. Military reservation cut down to one square mile.
- 1853 The name of The Dalles was changed to WASCOPAM Sept 3 to March 1860, 7 years as WASCOPAM.
- WASCO COUNTY CREATED
- 1854 Orlando Humason, "father of Wasco County", as a representative from Clackamas county, but a resident of Wascopam, introduces a bill creating Wasco County, Jan. 11 it was adopted; was the largest county in the U.S. between 1854 and 1862, 8 years.
- 1854 Some of the original Fort Dalles buildings were replaced by sawed lumber buildings. Steamer Mary was built at Cascade Locks for Dalles trade and river passengers stayed at Cascades all night on trips in either direction. Dalles City (called Wascopam) platted as town.
- Gold
- 1855 First Gold was discovered at Fort Colville. Warm Springs Indian Reservation established and Joel Palmer makes Indian treaty at Nielsen place. Donation Land Claim Act Expired December 1, 1855.
- 1856 YAKIMA INDIAN WAR fought under Col. George Wright; his tactics were to destroy Indian horses leaving them dismounted, preventing them from fishing and hunting, starving them into submission. I.O.O.F. lodge established; Methodist church established.
- 1857 Dalles City was officially incorporated; (post office remained WASCOPAM until 1860) June 26, 1857. First Umatilla House built by Nixon Bros and sold to Mr. Graves. Hassalo built at Cascades by Bradford & Co. Orlando Humason builds Mountaineer boat at Dufur- launching it in Columbia at the mouth of the Deschutes as a "sail scow boat to Wallula", they used the Old Oregon Trail as a wagon Portage Road. The Masonic Lodge was established March 28. There was 60 inches of snow that winter.
- 1858 R.R. Thompson and Orlando Humason built steamer Col. Geo. Wright at Deschutesville at mouth of the Deschutes river for trade to mines and Wallula. Bradford & Co. dominate middle river trade.
- 1859 Dalles Fire Department established. Dalles City limits extended to "2nd bluff". The First Court-house was built April 8 where the city hall now stands. Congregationalist church established by Rev. W.A. Tenny. Gold discovered in eastern Oregon and Idaho and Montana establishing the first big "gold rush" out of The Dalles, - the next 10 years being known as "the Gold period." Oregon was admitted to the Union February 14. Pack Trail to Canyon City was established. Col. N.B. Sinnott and Major Daniel Handley acquire ownership of Umatilla House.
- 1860 John Y. Todd establishes foot and pack train bridge across Deschutes at Sherars Bridge. Civil War drives more emigrants westward. Biglow gives the Pioneer Cemetery to Dalles City June 14. Post Office of Wascopam was changed to The Dalles March 22, 1860. Edward Crate pays \$1 for 12 corn seed! The Laughlin school at 4th & Laughlin as first public school in The Dalles. Wooden Catholic church built at 3rd & Lincoln. St. Marys established, 1864.
- 1861 It was 24 below, lots stock lost, Columbia froze over. Mail to Walla Walla carried by pack train by Edward Crate and sons. D.G. Leonard operates bridge over John Day at foot of Cottonwood Canyon in Sherman county.

- 1862 First wheat hauled to Portland by boats. High water stood 48.10. Homestead Act passed. Deep snow and long cold winter wiped out most all livestock on account no hay put up. Pack mules worth \$250 each. Baker and Umatilla counties taken off Wasco. Eastern Oregon gold mines bring influx of miners. Dalles "floating population" 10,000. \$15,000,000 taken out of Canyon Creek by 5000 gold miners; 1862-1868 was big Gold Mining period. First petitions for road improvements filed with Wasco County Court, according to Arthur Cook. Methodist church built by Rev. J.F. DeFoe. Congregationalist church built by Dr. Thomas Condon. Canyon City and The Dalles was the two largest cities in the Pacific Northwest; no road connection.
- 1863 Joel Palmer builds passable toll cattle trail on south bank of Columbia between Hood River and Sandy to Milwaukee; operates ferries at Hood River and Troutdale. J.B. Dickerson operates Dalles ferry. First trains over Dalles to Celilo railroad April 20; operates to 1882. The O.S.N. shops in The Dalles employ 500 men with a \$33,000 a month payroll, including shipbuilders. Col. J.H. Noyce builds \$50,000 sandstone "castle-home" at 10 & Laughlin (\$250,000 1952) the best home ever built in The Dalles! Gov. Zenith Moody founds Umatilla. Steamer Oneonta built here. James K. Kelley elected first Mayor of The Dalles. O.S.N. warehouse at Celilo 30 X 1100 feet! Sherars Bridge.
- 1864 Wagon bridge at Sherars replaces pack horse span allowing emigrants to cut 100 miles off the weary road between the top of Cottonwood Canyon in Sherman county and Tygh Valley, -7 days, one week in time saved between that point and Oregon City! Military officials, on Indian campaigns out of Fort Dalles, throw enough rocks off the Indian trails to Canyon City to allow wagons to be taken over the trails--called our first roads! Henry H. Wheeler, after whom Wheeler county is named, established a stagecoach line and service between The Dalles and Canyon City via Boyd, Sherars Bridge, Antelope, Mitchell, Dayville! First wheat planted on the uplands by Edw. Mahn of Dufur, following that grown in creek bottoms. Union and Grant counties taken off Wasco. St. Marys Academy established at The Dalles.
- 1865 The Dalles to Salt Lake City stage coach line was established and operated to 1884. Gen. George A. Wright of Fort Dalles fame and wife lose life in sinking of Brother Jonathan. Permanent population of The Dalles 1868; "floating population" 5000. Fort Dalles Abandoned.
- 1866 Fort Dalles was abandoned as a military post by the government and the reservation was laid out in streets and lots in 1884, patents being given for lots in place of deeds. Over \$6,000,000 worth of gold dust passed through The Dalles. Robert Pentland established first flour mill at 4th & Mill creek. Dalles Lumber Co. sawmill established 16 miles up Mill creek the lumber being flumed to The Dalles; the flume was later used by the city for water purposes.
- 1867 The county hospital in The Dalles was operated by Dr. Jackson. A.W. Buchanan was Wells Fargo agent. James Small brought the first sheep to Trout creek near Ashwood. The Mission had cattle in 1838.
- 1868 The Dalles suffered its first depression when the mines at Canyon City gave out. The Dalles to Goldendale and Ellensburg stage line was established and ran to 1884 to Ellensburg and to about 1910 to Goldendale. Portland to Celilo telegraph line established by O.S.N. Co. Post Offices of Sherar and Wasco were established. French & Co. founded.
- 1869 The Dalles to Prineville stage line was established via Bakeoven and Cow Canyon, Grizzley. The Dalles to Boise Military Road Co. established. Baptist church society formed by Rev. E. Fisher. The Union Pacific railroad was completed to Kelton, Utah May 10 giving better mail service.
- 1870 The Bannock Indian War was fought in southern Oregon. Flood stage of Columbia 50 feet. There were 10 public schools, 2 private schools for 754 students in Wasco county. Dalles pop. 3356. Fire 1871
- 1871 The big fire in The Dalles Aug. 17 caused \$100,000 loss (\$500,000 1952), started in Wenz furniture store, next to Globe hotel on Washington; a change in the wind saved the town; it was checked by popular trees at Dr. Thomas Condon's home at 515 E 3rd. The post offices of Antelope and Bakeoven were established. The Union Street School established.
- 1872 The First Baptist church was founded by Rev. O.D. Taylor, located at 5th & Washington. Gunboat Spokane patrols the upper Columbia river during Modoc Indian war.
- 1874 Lake county taken off Wasco. Clarno post office established.
- 1875 Wheat raising in Wasco county becomes general. Episcopal church erected.
- 1876 Columbia river flood stage stood 57.6 on June 23.
- 1877 The shameful Nez Perce Indian war against Chief Joseph fought. Umatilla House burned & rebuilt. Fire 1878-79
- 1878 Fire of Oct. 27 covered same area as 1871 fire with loss of \$500,000, starting in the Corum Saddle shop at 215 E 2nd. H.J. Waldron died from overexertion during fire. The Dalles to Wapinitia stagecoach line established and the post offices of Dufur, Tygh, Kingsley and Wapinitia on that line were established.
- 1879 Fire of May 21 with $\frac{1}{2}$ million loss in 3 hours including the Umatilla House again. This fire started in the Pioneer Hotel. The Vogt and Chapman partnership were the greatest losers. Dalles City legal suit against the Methodist Mission claim, carried to U.S. Supreme Court and title won on grounds of abandonment. The January snow was 29 inches.
- 1880 Max Vogt rebuilds his business blocks and a 3-story Opera House at 3rd & Washington. The Dalles population 13,352 $\frac{1}{2}$ "floating railroad construction crews". Columbia flood 48.7 $\frac{1}{2}$. Railroad was not completed until 1882 but construction boom was felt and enjoyed.
- 1881 The Wasco Independent Academy was established. Knights of Pythias founded Sept. 24. Snow measured 29 inches.

1882 The Oregon Railroad & Nav. Co. railroad line from Portland to The Dalles was completed. The connection link between Celilo and Umatilla was not made until Sept. 11, 1883 so the first transcontinental trains via the Northern Pacific railroad could run from Portland to Chicago. Lang & Ryan made the last big 13,000-head cattle drive to Kelton, Utah for shipment east on U.P. The new courthouse at 3rd & Union completed at a cost of \$23,000. Union Street school built.

1883 Rail connections to Chicago completed with first trains Sept. 11 via N.P. railroad & Spokane. Dalles advertising said this was the best place in U.S. for a home or farm or industry; we had the best fruit that could be grown, best grain, melons, grapes, fish, meat and potatoes grown! Wasco county had 13,000 horses; 12,000 head cattle; 192,000 sheep. We had "air conditioned" weather with nearly 300 days of sunshine!

Blizzard 1884

1884 The blizzard of 1884 paralyzed railroad traffic in the Columbia Gorge for 3 weeks with below zero temperatures and a howling east wind night and day drifting 3 feet of snow (on level) the worst weather ever recorded at The Dalles since the coming of the white man! Sacajawena died April 4 buried at Wind River Mountain cemetery, Wyoming. Fish wheels at The Dalles took 20 car loads of fish a day during spring salmon run. J.W. Nesmith Post of Civil War veterans founded; disbanded 1926.

1885 Gilliam county was taken off Wasco. First Wasco County Fair established at 11 & Kelley Avenue. John Brittain was a Dalles photographer. Judge Fred Wilson was a railroad draftsman.

1886 Morrow County was taken off Wasco.

1887 Malheur and Wallawa counties taken off Wasco.

1888 The first electric light plant was established at 7th & Union at a cost of \$20,000. The Max Vogt Opera House was classified as the best in Oregon and operated up to about 1916. A \$42,000 fire took the Baptist church at 3rd & Washington. Presbyterian church established.

1889 Sherman, Hayney and Wheeler counties taken off Wasco. The Diamond Mill was established by A.H. Curtiss at 710 E 2nd with W.H. Groat head miller. D.P.A.N. Co.

1890 The Dalles-Portland-Astoria Navigation Co. was formed by a group of Dalles business men and operated to about 1918 running the Regulator, Dalles City and Bailey Gatzert steam boats. Woodman of the World, Mt. Hood Camp formed in The Dalles.

Fire 1891

1891 The grandpappy of all Dalles fires started in the Skibby Hotel Sept. 2, 1891 and cleaned out 20 downtown blocks in The Dalles at a \$1,000,000 loss (\$3,000,000 1952)! Max Vogt was the heaviest loser with \$225,000 in losses. It burned practically every house under the bluff and all stores! Mike Deming and Joseph Fitzgerald lost their lives. (See page 19 for more fire story).

1892 The Dalles established 3 brickyards for fire-resisting building material to re-build the main business sections of the city with. Some of our best wooden homes were never rebuilt on the former elaborate scale, being replaced by cheaper and small homes.

1893 The big panic of 1893 and hard times hit Dalles people hard because of the previous fire! Farm products such as cattle and wheat were not worth the transportation costs to market! The railroad shops were moved to Portland as an "economy measure" and 1200 people moved out of The Dalles! That was 3 BIG BLOWS WHICH HIT THE DALLES ALL IN ONE YEAR! --any one of which would have been enough. It took 10 years for The Dalles to recover from those blows!

Flood of 1894

1894 As if the above 3 big blows were not enough for The Dalles, the big flood of June 6 brought the Columbia river up to 59.7 filling the new store buildings with mud, slime, disease and water, driving the business men to higher ground where they stayed for nearly a month until they could clean up their places and move back. FOUR BIG BLOWS IN 4 YEARS! Yet we still exist!

1895 After the disasters of the previous 4 years, 1895 seems to be a year of organization when Dalles people felt the need of working cooperatively together through organizations. The Cedar Circle was formed; the Eastern Star was formed; the Knights of Maccabees; the Elks at Cascade Locks and the Degree of Honor formed the previous year and the Artisans in 1896.

Cascade Locks

1896 The big event of 1896 was the opening and completion of the Cascade Locks Nov. 5 which provided an open river channel from The Dalles to the sea. It cost \$4,000,000.

1897 Business picked up the railroad handling 80,000 tons for The Dalles and the boats 10,000, the Regulator being unable to handle all the business offered. Brick Catholic church erected.

Spanish War

1898 The Spanish-American War took a full company of volunteers from The Dalles and the battleship Oregon made its astonishing run around Cape Horn to Manila drawing peoples attention for the need of the Panama Canal. The Rebecca lodge and Lutheran church were established.

1900 The Shaniko and Wrentham post offices were established.

1901 The Calvary Baptist church was established, June 27.

1902 The Fort Dalles Historical Society was formed. We shipped 41,000 boxes of fruit and brewed 15,000 barrels of beer. Crater Lake National Park was established May 20.

Celilo Canal

1903 The first appropriation of \$165,000 was made for the construction of The Dalles Celilo canal. \$100,000 was spent by the state of Oregon for a railroad right-of-way and its completion in 1905. Heppner Flood takes 240 lives June 14. An automobile crossed the U.S. in 2 months! The William Birgfeld orchestra of The Dalles was the most outstanding in the Pacific Northwest!

- 1904 The Board of Trade office at First & Washington. Telegraph line to Prineville completed. Freight hauled to Prineville by wagon 5000 ton from Shaniko, and 6 stages daily.
- 1905 The Dalles had display booth at Lewis & Clark Exposition in Portland June 1 to fall. Great Southern railroad completed to Dufur.
- 1906 Joseph Luxillo, Yakima Indian Chief who was baptised at the Methodist Mission here in 1838 poses for Benj. A. Gifford, internationally famous Dalles photographer, on Pulpit Rock to demonstrate how Jason Lee chiseled out the seat and preached to the Indians. San Francisco earthquake occurred April 18.
- 1907 Construction starts on the S.P. & S railroad down the north bank of the Columbia river.
- 1908 Hood River taken off Wasco county.
- 1909 Ed. Harriman and Jim Hill push railroad construction up the Deschutes river to Central Oregon.
- 1910 Dalles feels big railroad boom as work progresses up Deschutes.
- 1911 S.P. & S railroad bridge at Tumwater costs \$3,000,000. First P.I. Fair in Portland.
- Women Allowed to Vote
- 1912 The Women's Suffrage Law in Oregon adopted at Nov. 30 election. Sherars Bridge taken over by Wasco county and made free. Pendelton Roundup established in Dalles.
- 1914 Wasco County's Third courthouse at 5th and Washington was built. Prohibition law passed Nov. 5.
- 1915 Dalles-Celilo Canal finished; saved millions in freight rates; cost just under \$5,000,000.
- 1916 Prohibition in effect January 1. Deschutes County taken off Wasco. Grange fathers Federal Post road law under which we have our highway program.
- 1917 World War 1 declared April 6, 1000 Wasco county men put in military forces. Fair moved to Tygh. Capt. Geer takes Bailey Gatzert and 125 passengers down over Cascade rapids.
- 1918 Armistice of World War 1 signed Nov. 11. Big Flu epidemic kills lots of people.
- 1919 American Legion Post in The Dalles established; Dr. Thompson Coberth first commander.
- 1920 Business & Professional Women's Club established with Dora Sexton first president.
- 1921 Pageant of Wascopam presented under the direction of Lulu D. Crandall, Dalles Historian.
- 1922 The 80th anniversary of the establishment of the Pony Express between The Dalles and Canyon City in 1862 when the 180 mile ride was made in 28 hours, was re-enacted. Highway 30 completed. K.G.W. radio programs first heard in The Dalles March 25. 1922 to 1928 Prosperity period.
- 1924 Highway 23 completed.
- 1925 Cherry Park Grange established May 25.
- 1926 Wasco county gravelled road program expanded.
- 1927-1928 Price of wheat starts to decline bringing down all farm prices.
- Depression
- 1929 New York stock market crashed Oct. 29. Wheat drops to 25¢ a bushel. Umatilla House torn down.
- 1930 Unemployment expands. Eagles lodge re-established in The Dalles.
- 1931 Unemployment worse. Harold Davis writes Honey in the Horn, wins Pulitzer prize.
- Democrats Take Office
- 1932 Democrats win national election. Dalles badly hit by depression. All banks closed for a time.
- 1933 Bonneville Dam started as P.W.A. Project Sept. 30. Tillamook fire one of our worst in forest.
- 1934 Was the W.P.A. and C.C.C. work relief period. Depression continues.
- 1935 Social Security Bill signed Aug. 14. Last river steamer makes trip to The Dalles.
- 1936 Farm prices pegged and we start to climb out of depression.
- Barge Service
- 1937 Capt. A. Lappaluoto established barge service on Columbia. Bonneville lock completed Sept. 28.
- 1938-39 Depression and W.P.A. projects for unemployment continue.
- 1940 Bonneville Dam completed. World War 2 started in Europe by Hitler; U.S. enters war.
- 1941 Local PUD formed to bring power to Wasco county farms and lower rates in The Dalles \$100,000 yr.
- 1942 Dalles City builds airport at Dallesport, Wash. First ocean oil barge reaches Dalles Oct. 9.
- 1940 to 1945 was the war years when we had little interest in anything else; 2000 men in war.
- 1945 Pres. Roosevelt dies April 12. First atomic bombs dropped on Horoshima ending war.
- 1946 United Air Line service established Oct. 1. Dalles bus service established by John Dillon.
- 1947 Flash flood takes one life up Three Mile creek.
- 1948 Columbia river flood stage 51.85; sand dike breaks, railroad and tie plant flooded.
- 1949 Earthquake rocks The Dalles April 13.
- 1950 Dant Purlite plant established at Dant, above Maupin Dec. 1.
- 1951 Dalles Bridge construction starts under direction of Judge Ward Webber.
- 1952 Construction starts on Dalles Dam February 18. Official ceremonies March 12, at Big Eddy. Change in location of Dalles Dam forces abandonment of Covington Point site for Dalles Bridge. Three Mile Rapids site for Dalles Bridge chosen, to cost \$4,000,000. Dalles Dam marked for completion in 1957.
- For more story on Dalles Dam see pages 101 and 102.
- 1952 Wasco County has 175 miles of paved highways; 250 miles of gravelled market roads and 1500 miles of dirt roads. Columbia Highway 30 between The Dalles and Portland is being rebuilt as a fast commercial highway for trucks and busses at a cost of \$25,000,000, $\frac{1}{4}$ th the total cost of all highways in Oregon before World War 21
- The Dalles expects to prosper greatly from the building of The Dalles Dam.

PRACTICAL JOKES

The common and practical jokes of the community such as the mouse in the teacher's desk, sending the boy after the left-handed monkey wrench, the school, college and fraternal hot seat jokes; are all a part of our community life and history. Its a happy people that can laugh and joke. We are glad to pass on some of the good ones in our history.

The Russian Anarchist

Back in 1908 a Floyd Jernegan, who worked for Meyer and Schanno, was the practical joker of The Dalles, according to Hans Blaser; and one day, shortly after Ben Litfin took charge of the Chronicle there appeared an article raking the Russian anarchists(communists)over the coals. The next afternoon, about press time, who appears at the alley door but a Russian anarchist, with an old slouch hat on, a coat turned wrong side out, a torn pair of pants and a huge black bomb in his hand with a smoking fuse attached thereto. He let a blood-curdling war cry out of him, followed by "long live Russia" and heaved the bomb into the plant.

Just one glance at the 1908 "commie" and the whole crew fled for the front door! They smashed the windows all out of the doors and broke the screens down getting out away from that bomb! Someone called policeman Harper and he ventured into the back room only to find a burned fuse connected to a brass toilet float on the floor. After their thinking reason was restored they remembered that Jernegan worked about 2 doors west of them. It cost Ben Litfin \$50 to replace the screen doors and broken glass. Jernegan was the only known man in The Dalles that ever did to the Chronicle what a lot of people would like to do, on account of some of their editorial opinions of the past.

GEORGE BROWN, the Practical Joker

George Brown, the fire warden, was another of the cities' outstanding practical jokers. One time about 1908, according to Hans Blaser, Stadelman Bohn, then known as Walther-Williams, bought a Federal chain-drive truck. George Brown seen it parked in the alley behind the store and he inserted a corn cob in the exhaust pipe. When Allen the driver came out and cranked the truck and went to drive away, it didn't have any power, it would choke up about every 10 feet; but he nursed the thing along down to the railroad track, toward the warf-boat, where it stalled on the track. The switch engine came along and ran into it wrecking the truck.

In those days whenever the fire bell rang, Harry Learned, Jim Like or Harry Gordion's teams raced toward the fire hall to drag to hose cart to the fire, for which they got paid \$5. They all smoked pipes and generally left them at the firehall while they were gone to the fire. George Brown would put small bits of horse hoofs in the bottom of the pipe bowl and cover it with tobacco. When they came back, they would "light up" and the stink and odor of the horse hoofs generally meant the pipe had to be thrown away. George Brown would roar with laughter.

Another time Jack Moabus, who used to stay at the fire hall, was going huckleberry picking up near Cultus creek at Mt. Adams. He knew it would be cold so he bought $\frac{1}{2}$ dozen pair of socks for the trip. That evening when Jack was out, according to Jack Chambers, George out the feet out of Jack's socks, rolled them back up and replaced them in the outing bag. When Jack Moabus went to put the socks on at Mt. Adams they say the way the air turned blue they thought the mountain was going to erupt again!

Another time when Judd Fish, who was city Recorder, got his first Ford, he always parked it in front of the city hall or across the street. One day George went over and jacked one rear wheel up enough to get a slender, un-noticeable, piece of wood under the axel, near the wheel. Judd came out to drive home, got in and pressed on the starter, put it in gear, let the clutch out and "nothing happened" the car wouldn't move. He called the Ford garage, thinking it was a broken axel. The mechanics had all gone home, it being after quitting time. Next morning they examined the car and seen what was the matter. Judd and George wasn't on speaking terms for quite some time.

The Joker Was Joked

After all the years of joking and pestering everybody else finally the Columbia Hose and Chemical Co. disbanded, when the fire department was re-organized, and they had some money in the treasury, enough to get George Brown and Winnie Mohr a nice gift. So Louis Fritz, Hans Blaser and some more of the boys conspired with Miss Celia Gavin, city attorney, and the councilmen to make the presentation, after a kangaroo trial, during a city Council session at which both Brown and Mohr always attended. Hans Blaser brought some pieces of old hose into the meeting and charged George Brown and Winnie Mohr with selling old hose to other little cities about The Dalles. To support Blaser's story he had Chap Evans come in from Dufur to "testify" that he had bought some of the hose for Dufur.

By that time George Brown's blood reached the boiling point and he shrieked his plea of innocence to the council and shook a fist at Blaser. Mohr wanted to fight Blaser right then and there. Miss Gavin thought the charges were "serious," she told the council. Brown and Mohr were then called to the front, before the councilmen's seats and awarded their gifts. They were both so speechless and overcome with emotion that they had nothing to say.

The Bettingen Orchestra

In the early 1880's there was considerable rivalry between the Bettingen orchestra and the Bergfeld orchestra as to who would play for the fireman's ball, the big social event of the year in The Dalles. It was generally awarded to one, one year, and the other the next, but one year the firemen chose the Bergfeld orchestra TWO years in a row. That made the boys on the Bettingen orchestra feel bad, and according to Elmer Bettingen, one of the boys went up in the vicinity of the old Fort Dalles buildings and set a small shed on fire, raced down town on a horse, rang the fire bell, broke up the fireman's ball on account of the long dusty pull up to the fort buildings to put out the fire. After that the firemen were more careful to see that both orchestras got patronage.

The Western Union Poles

Hiram T. Corum, postmaster and storekeeper at Wapinitia came west the first time with the building of the Union Pacific railroad, operating a store for laborers and contracted to supply buffalo and other wild meat for the crews. He used to tell how the buffalo would rub the telegraph poles down about as fast as they would set them up. One day one of the construction boys suggested to the new engineer-graduate from Yale, that if he would drive sharp spikes in the poles and cut the heads off them that the spikes would be so sharp that they would cut the buffalo hides and make them quit scratching on the poles! The idea sounded good so they tried it out on a 10 mile stretch of poles and waited for the next herd to come along. The sharpened nails just made scratching all the better for the buffalos and they not only knocked the 10 miles down but seem to seek out other poles for more than 20 miles trying to find more good itching poles. He said he thought the Western Union made a sheep herder out of that engineer for listening to that practical joke.

Cash For Eggs

In the Gay 90's and around the turn of the century farmers used to patronize Edward C. Pease general merchantile, grocery and dry goods store in The Dalles and pay their bills ANNUALLY after they sold their crops in the fall; but many of those farmer's wives would bring in their eggs on Saturdays and sell them to Pease for CASH and take the cash and go over to A.M. Williams store to buy their gingham and calico dress material, according to Alfred Bailey, clerk for Pease & Co. around 1908. Mr. Pease was fully aware of this "mass practical joke" these wives were playing on him for more than 20 years, but he had a big heart and lots of human understanding and would and could laugh about the joke himself.

The Siesta

Back in the prosperous 20's Elza Wood used to work for the Union Pacific Wood Preserving or "tie plant" as we call it and Elza used to have to have his siesta during the noon hour every day. He could lay flat on the floor, go sound asleep and men could walk all around and over him without waking him. One day, according to Earl Sawtell, post office clerk, the boys thought they would have some fun with Elza so they took some nails and nailed him through his clothes to the floor. Then they moved the 50 gallon drum, they used for waste lunch papers, close to Elza, set fire to the drum and yelled, "FIRE, FIRE, FIRE!" making a mad rush for the door. Elza rose right up off that floor and left his clothes laying there, in his panic-stricken retreat, but he took the joke good naturedly and got some more clothes to work in.

The Fisherman's Paradise

Yellowstone Park was always considered a fisherman's paradise and around 1916 the government started their road improvement program so automobiles could hasten the long stage journeys. Jim Small of The Dalles was superintendent of construction and liked to play practical jokes. So one day a group of Shriners came in by bus to Mammoth Hot Springs where Jim was. He was a Mason and the leader of the group said he wanted to play a joke on one of his "bragging fisherman" and asked Small for suggestions. Small took the bragger to the windward side of a large hot pool, surrounded by crags, and told his lodge brother to cast his line in but be very careful not to show himself so the fish could see him or they wouldn't bite. The poor fellow fished and fished and fished and didn't get a bite. Finally he discovered it was hot water and about that time some of his other lodge brothers showed up to see how he was doing. Small said he thought the man probably became a butcher shop fisherman after that!

Fishing on the Deschutes

When Ed Hanlon, post office clerk, first came to The Dalles he wanted to experience the pleasures and joys of fishing in the Deschutes river. So he went out with Charlie Bohn and some of the other boys. Ed had never been off the sidewalks of New York so the boys explained to him that there were poisonous rattlesnakes all up and down to Deschutes canyon and Charlie added, "there was one big fellow that tried to cross the railroad track ahead of the train one day and just about succeeded except that the train cut off some of his tail and his rattles; and that that big fellow was known to be at large and could strike and was just as poisonous as any of the others! Watch out for him," Charlie ended in caution. Poor Ed was in a mental quandry and plenty scared. Every broken twig "was that snake", it was under every rock, behind every bush. Poor Ed's fishing day was ruined and the boys just roared with laughter.

Domestic Science

Domestic science classes were started in The Dalles high school in 1914 to teach the girls how to bake. One day this writer's aunt had some biscuits to "fall" and when she baked them they were hard as rocks. We bored holes through one or two in manual training class and sored them to the wall of the Domestic Science class with a note saying, "baked by class of 1921." The identity of the "culprit" has been a well kept school secret for 30 years!

The Hard Boiled Eggs

Ben Dahl tells the story about how a neighbor lady came to their house to buy some setting eggs from his mother. After the eggs were put in the neighbor's basket the two women went out to look the place over. In the meantime Ben (who is custodian at the court house) seen his brother take the eggs out of the basket and put them in a kettle of boiling water for 5 minutes, then cooled them in cold water and put them back in the basket. The neighbor lady put them under a setting hen and she set, and set, and set but no chickens. Finally she cracked open some of them and seen the practical joke that the Dahl boys had pulled on her. They never did live it down.

The Thirsty Horses

One day Frank Heater, Dalles police chief, answered the phone and Jack Chamber's disguised voice said, "Mr. Heater, there is a truck load of horses parked across from Walther-Williams on Third street and they haven't had a drink of water for 3 days; I think that is cruelty to dumb animals and that you should enforce the humane law on the owner." "I will," snapped Heater; bang went the receiver and out to the police car he went and up to Walther-Williams he raced. The truck contained merry-go-round hobby horses! Frank accused George Brown of the deed and George didn't know anything about it and they almost got into a fight!

The Pet Sturgeon

Frank Heater's standing joke was the "pet sturgeon with the saddle, tied to the wharf boat." Whenever Frank could corner a newcomer who "wanted to see everything" he always sent him down to the wharf boat to ask the wharfmen to see the "pet sturgeon, a big 16 footer with a saddle on its back, kept there for tourists to see!" The wharfmen were in on the joke and always explained that it bit the rope in two and got away just before they arrived.

Snipe Hunting

Sam Walker, 5 Mile farmer, says, "when I was a boy Snipe Hunting was the big practical joke. Whenever a newcomer arrived the boys would start talking about organizing a snipe hunting party. After while they would ask the newcomer if he wanted to join them? They generally did. Snipe hunting had to be done after night, by lantern light, in willows, trees or thickets. The hunter would hang the lighted lantern in a tree and as the snipes were attracted to the light they became blind and helpless and would fall into a sack, if placed properly under the light, but would soon recover and fly away if the hunter wasn't there to seize them!" Of course there was no such thing as a snipe, so the hunter waited all night with no luck. If one night of "hunting" didn't cure him other parties eventually would.

The Watermelon Thieves

Around 1910 when Mr. Sechler lived on Dry Hollow, he raised fruit and watermelons. He liked his noon hour siestas too. He kept a loaded shotgun to protect his watermelons from the boys. One day the boys got his gun during noon hour siesta, placed an overload of powder in both barrels and paper wadding in place of shot and replaced the gun. Then they all went over the fence into the watermelon patch, hollered and hooped until Mr. Sechler was awakened, seen the boys in his patch, let out a scream, grabbed the gun, levelled it off and pulled BOTH triggers on both the barrels. When the smoke cleared away Mr. Sechler measured 5 feet 4 inches in the dust flat on his back. He never knew to his dying day what was the matter with that shotgun!

Joe Fagnan

"Silent" Joe Fagnan was for years a tree surgeon and garbage truckman, one of the huskiest and biggest men in town with a voice just as big as he was. He was a veteran of World War 1 and a member of the American Legion. Lisle Minion, garage mechanic at Walther-Williams was also a Legionaire so he and the boys in the garage wanted to test Joe's strength. One morning they loaded up the garbage can with iron and brick, putting a little ^{paper} on top and waited. Joe came along and grabbed the can and it didn't move! Then he spit on his hands, pulled up his pants legs a little, squatted low, took a firm hold and tossed the can on the wagon just like it was cotton! Nobody ever did know how much he could lift.

A Railroad Story

When a passenger train comes into the depot the rules provide the flagman must fall back to guard the rear of the train. About Halloween of 1916 the boys observed that the flagmen were not obeying these rules so on that night of night for boys they slipped up and chained a galvanized washtub to the observation car on the Spokane Flyer. As the train passed the Wasco Hill the tub clattered and jumped striking about every 5th tie and the brakeman and flagman were back there "fishing for it with a cane". By the time they got to the east end of the yards No. 12 was doing 60 to 70 and the old tub was hitting about every 10th tie and really banging. They couldn't stop the train without making a report of WHY and the flagman didn't have any explanation of why he wasn't back of the train when the tub was connected, guarding the train. He was really worried. The tub fell off up around Seuferts and the boys threw it off the track. Its never been tried since, and it might throw a train off the track. Its a bad joke.

The freight run up the Bend branch is a long slow, hot, run. After they get into the level country, south of Madras, the crews relax and get a bit of sleep on some runs. One day the shorter Union Pacific freight caught up with a slower Oregon Trunk (S.P. & S) freight. The engineer was asleep at the throttle. The fireman was watching the distance close between the trains and he motioned the S.P. & S brakeman to open their drawbar for a coupling, indicating by motions that the U.P. engineer was asleep. Just as they coupled together the fireman yelled, "you're going to hit 'er!" The engineer slammed on the air and pulled the drawbar out of the S.P. & S caboose! Neither crew could ever make an "official report" of the "accident and lost drawbar mystery!"

The Mail Carrier

The Sunday Oregonian published the story of a Portland City Letter Carrier, some years ago, who claimed he could carry any size load that could be strapped on his back! Previous to his letter carrier career he had been in the forest service packing supplies into remote fire stations in the Mt. Adams, St. Helens and Ranier areas. One day the boys wanted a cook stove taken to a fire lookout. As they were strapping it on to the carrier's back, someone slipped a 50 pound sack of flour in the oven. The city carrier claimed he didn't mind the additional 50 pounds but it being loose in the oven kept throwing him off balance until he had to seek a stump to rest the load on, unpack it and securely tie the flour to the top of the pack!

The Sailor and the Corpse

During World War I days on the battleship New York they used to tell of the sailor, who always got in trouble, and one time the brig(jail) was full of more severe cases than his so they decided to put him in the morgue with a corpse on a slab. That evening they brought him some supper and he appeared to the guard to be setting asleep in the corner of the room, on the deck(floor). The guard set the food before him on the floor and said, "here is your supper." No answer. He repeated, "here is your supper, whats the matter don't you want it?" About that time the "corpse" on the slab said, "well, if he don't want it, give it to me!" The guard fled and reported the incident to the officer-of-the-day! They both returned to the morgue only to find the sailor in the corner very peaceably eating his supper. The O.D. looked at the guard and advised him to report to the doctor for observation. They took the sailor out of the "spooky" morgue. A corpse was no cure for him.

How Sailors Wash Clothes

When new men come aboard a battleship there are generally some who don't like to wash clothes. So the older men generally "advise" the new men of the way deep sea sailors do it. Just tie them to a $\frac{1}{2}$ inch line, throw the line overboard and let them drag behind the ship a half day and they will be cleaned by ocean water with no work! Sounds fine and very practical, so he ties the clothes to the line and lets them drag a half a day. When he pulls the line in the clothes are just shreds from the friction of the water and another man has been initiated into the navy.

How the Army Washes Clothes

The old army man has a different approach. He has special army washing powders and he tells the recruit that all he needs to do is put the clothes in a bucket, pour $\frac{1}{2}$ can of the special washing powders in the bucket with the clothes, cover them with water, let them set overnight and hang them up the next morning to dry. No work, sounds fine. Only trouble the next morning the clothes are shreds. The army "washing powders" was common lye. Another recruit has become a soldier!

Jokes on the Animals

Even the animals are not free from the practical jokers such as the tin can tied to the dog's tail while he runs the full length of second street. But in the east the boys like to take the sticky sorgum balls, place them in the mouth of a dog and push its jaws shut. The poor thing can't open them until the sorgum dissolves and the capers and whining they go through is a regular circus for the boys.

The Cow and the Electric Fence

Up in the Madras country, C.D.(Cotton)Light tells about the farmer who erected an electric fence to keep his cattle in and to keep them from pushing the wires off the regular fence when they reached through for grass. The old milk cow came to a dry section of the fence where she made poor contact, felt no shock and dipped her head into an irrigating ditch on the outside of the fence, for a drink. Just as her head touched the water to make the perfect contact, she let out a mournful "BAAAAA", made a mighty leap and took out not only the new electric fence but also most of the posts and wire of the regular fence for 20 feet each way!

Mired in the Mud

For many years Wasco county used to maintain the Old Dufur road as a sort of a Booby Trap for innocent drivers! The county paved the road to 3 Mile creek, then gravelled it most of the way to the ridge between 3 and 5 miles creek. From there on to 8 Mile it was all dirt. In the winter that dirt would freeze into ice. During the February grand-thaw that ice-dirt became one grand hog woller for 4 miles length with ruts a foot deep! The mail carrier was about the only man foolish enough to try to travel it during those thaws; but sometimes an innocent driver headed down into 5 Mile creek. There was no turning back and as they got further along the worse the road got. If they didn't get stuck before they got to the Drake hill they always did on that hill! There was no farm houses in sight for help and they never knew how far ahead, through that sea of mud it was to the Drake house! That was where we generally found them disponently mired down. Their little short axel jacks were worthless to put on chains with.

As mail carriers we were always prepared to help anyone out of the mud. On this day about 1938 a Heinz Lumber Co. official tried the "short cut" with his Cadillac, good clothes and low shoes and became hopelessly mired on Drake hill enroute to Burns, Oregon. No doubt we looked like an angel to him, -mud be-spattered as we were. We got our long jacks out, raised his car, put his chains on it for him, dug some ruts to get him back in the road, loaned him overshoes to walk around in, provided him water to wash his hands with and a rag to dry them on. He thought he had "hotel service" out there in that sea of mud. We drove his car for him to the top of the hill as he was too nervous to try it successfully.

On parting he asked, "what can I do to help you?" "Ask for more money to gravel county roads," we replied. The chairman of the Senate Legislative committee on roads at Salem was from Burns, during the last session of the legislature and he gave us more money for county roads. The practical "booby trap" joke took 14 years to pay off! Thanks to the man from Burns!

THE RED CARNATION DINNER

Mr. James Whitman, attorney at law in Seattle, Wash. recieved the following letter June 16, 1901:

Sir:

For some time I have known you by sight and reputation, and have admired the sterling qualities which make you so highly respected; but fate seems to have been unkind, for I have not had the pleasure of meeting you. I am a tall blonde young lady of 22 and would highly appreciate your acquaintance. Formal introductions are so tiresome that I am going to ask you to meet me in an unconventional way; that is, if you care to know me. If you will place a red carnation in your buttonhole and go the the corner of 2nd and James streets at 2:30 Friday afternoon, I assure you that you shall not wait long for good company. I will wear a black dress and a dark red hat. I hope you will not disappoint me. This little affair is strickly confidential. Estella Bryant.

Well, this was a suprise! Charming young lady wants to meet me. Its unconventional sure enough and while my wife would pull my hair if she caught me meeting any young lady, - but oh it would be fun to be a boy again and it would be a shame to disappoint the little girl and no one need ever know. By Jove I'll be there, Estella! With this decision he placed the note in his inner vest pocket. Promptly at 2:30 Friday with the red carnation in his lapel he reached the corner of 2nd and James street.

"There comes a young lady with a red hat. That must be Estella. No this girls has a red dress and hers will be black. Ah, there she comes, and by Jove she is a beauty!" As the tall girl in black, with the red hat reached the corner the lawyer fell in step with her and began: "I knew you wouldn't keep me waiting long."

"I don't understand you sir," the girl replied, surveying Mr. Whitman. "Oh, I- I beg your pardon miss! I have made a mistake," but the young lady swept on without waiting for the rest of the apology. "Well, I am a darn fool. I stopped the wrong girl. That one was a brunette. Estella was a blonde!"

Here comes Dr. Means with a red carnation in his button hole. "Howdy, Whitman," said Means, "waiting for a car?" "No, are you?" "NO, Ive got to meet a party on business." "Here comes Jones!" There was a note of excitement in Whitman's voice as he saw the red carnation in Jone's lapel. "Hello Jones. Looking for a car?" Well, no, not exactly, not at present. I have business to attend to first."

"Who is that old fellow comming down the street with the red carnation in his buttonhole?" asked Jones. "That's Professor Williams", cried Whitman turning to Jones and Means; and then he added, "Say, Doc, confess, what are you wearing that red carnation for?" "None of your business." "Well, how about you, Jones?" continued the lawyer. "Because it seems to be fashionable!"

Then Whitman drew the tell-tale note from his pocket and both the doctor and Jones stared guiltily. "Where did you get that note, Whitman?" they asked. "From a charming young lady named Estella". "The duce you did" and they pulled out mates to his note. "Got your pass, Williams?" they asked as they hailed the professor who joined them with the red carnation, "one like this" and they each showed him a note from Estella. The Professor flushed and then his cheeks grew pale while Whitman explained to him what "darned fools they were to be duped by a mischievious high school girl. "Lets wait and see who else shows up," suggested Jones. "Lets wait in the drug store here", suggested Whitman.

Soon there appeared Deputy-Auditor Blake, Merchant Richardson, Dr. Greenleaf, Cashier Mills and Counsilman Beals! In rapid succession they were gathered in the drug store by their fellow victims. Ah Ha, the climax. Sure as guns here comes the Right Reverend Tomlinson, D.D. wearing the approved symbol! Jones was shouting with laughter.

"Ah, Brother Tomlinson, your little flock is waiting your august presence in the drug store. Won't you step in?" Counsilman Beals was lamb-like in his innocence, as he delivered the invitation. A great shout went up as the reverend gentelman entered the store. But the mirth was destined to be short-lived.

Arrayed in dark black dresses and wearing dark red hats were Mrs. James Whitman, Mrs. Dr. Means, Mrs. Cornelius Jones, Mrs. Lyman Williams, Mrs. Henry Blake, Mrs. H. Richardson, Mrs. Dr. Greenleaf, Mrs. J. W. Mills, Mrs. Rutherford Beals and Mrs. Chas. Tomlinson, silently filed in the drug store. The truth suddenly dawned upon the minds of the 10 guilty men. For a moment confusion reigned over all. Of certain lectures there were none for none were needed. The practical joke played by the good women had strangely affected their worthy husbands. The episode was kept very quiet but the next morning the Post contained an account of the elaborate "Red Carnation Dinner" given at the Washington by 10 prominent men in honor of their wives.

--Edith Gibbon. The Coast Magazine of Seattle, March 1905.

POST OFFICES WITHIN THE PRESENT BOUNDARY OF WASCO COUNTY

The names and data pertaining to the post offices of Wasco county was supplied by Edwin R. Payne, Salem, Oregon post office clerk, stamp and cover collector who said, "my stamp and cover collecting hobby led to old covers(envelopes)postmarked from post offices in Oregon that no longer exist. In order to know where these places were I started a list of dead post offices. Others gave me help and I made research in old postal guides in various libraries, but such directories gave no dates of establishment or discontinuation of offices. I interested Lewis McArthur in the subject and through him and a close friend in Washington, D.C., we hired girls to copy the Oregon post office ledgers, about 4000 work sheets, in the National Archives! From those sheets I have compiled the Oregon post office list of all offices! They could be obtained in no other way and from no other source. All of this information will be in the third edition of Lewis A. McArthur's OREGON GEOGRAPHIC NAMES which will be off the Binford & Mort press in Portland November 1952. It is a must for history lovers and collectors."

From Mr. Payne's list of Oregon post offices we have compiled two lists of Wasco county post offices. The first list are the 55 offices within the present boundary of Wasco county. The distances indicated from The Dalles are by the original roads, not our longer highways.

Name of post office.	First postmaster	Established	Discontinued	Distance.
Antelope(settled 1864)	Howard Maupin	Aug. 7, 1871		65SE
Bakeoven	Andy Swift	Dec. 1, 1875	Mar. 30, 1918	51SE
Big Eddy	Herdon Maurey	May 2, 1911	July 31, 1936	5E
Boyd (11 Mile House)	J.E. Barnett	March 6, 1884		11SE
Celilo(settled 1862)	Irwin Taffe	Nov. 26, 1889	Mar. 15, 1914	12E
Celilo(was Ferry)	Chas. E. Frye	May 20, 1915		12E
Clarno(Wheeler & Wasco)	Chas. Huntley	Sept. 15, 1894	Oct. 31, 1949	85SE
Criterion(settled 1905)	Ira Canfield	Sept. 11, 1913	June 30, 1928	45SE
Cross Hollows(Shaniko)		May 23, 1879	May 27, 1887	58SE
Dalles, The(settled 1838)	Wm. Gibson	Nov. 5, 1851	Sept. 3, 1853	0
Dalles changed to Wascopam	Milo M. Cushing	Sept. 3, 1853	March 22, 1860	0
Dalles, The	W.C. Waldron	March 22, 1860		0
Dalles City Incorporated		June 22, 1857		0
Dant(was Frieda)		Dec. 1, 1950		60SE
Deschutes Bridge(Miller)		March 3, 1860	Dec. 6, 1860	19E
Deschutes Bridge(see Moody)		Feb. 20, 1888	Oct. 14, 1893	19E
Dillon(was Ferry)	Wm. Tom Ferry	April 8, 1914	May 20, 1915	8E
Dufur (15 Mile House 1865)	Chas.A. Williams	Jan. 11, 1878		15S
Endersby(on 8 Mile)	George Fligg	April 20, 1892	Oct. 13, 1908	13S
English (Columbia District)	C.C. English	July 2, 1896	Aug. 12, 1898	10E
Fairbanks(Lower 15 Mile)	Cyrus C. Cooper	Oct. 31, 1905	July 31, 1909	10E
Ferry (On Celilo Canal)	Wm. Tom Ferry	Oct. 28, 1912	April 8, 1914	8E
Flanagan(8 E Sherar)	Jess Flanagan	Oct. 11, 1905	March 15, 1912	36E
Freebridge(on Lower 15 Mile)	F. Peterson	Jan. 29, 1908	July 30, 1910	12E
Friend	Theodore Buskuhl	Feb. 28, 1903		25SE
Frieda(Ore.Trunk R.R.)	(Changed to Dant)	June 16, 1950	Nov. 30, 1950	60SE
Kaskelia(Ore.Trunk R.R.)	Ralph Brown	June 15, 1914	June 15, 1921	OTRR
Keen(3 S. Nansene)	Owen Jones	April 14, 1911	March 31, 1912	20SE
Kingsley(8 S. Dufur)	Robert Kelley	Jan. 24, 1878	Nov. 30, 1920	22SE
Matney(Upper Mill Creek)	Issac Matney	June 12, 1895	April 23, 1896	15SW
Maupin	Wm. H. Statts	Dec. 18, 1909		50SE
Moody(Stiles or Miller)	Ida Carlisle	Dec. 7, 1911	Oct. 1, 1928	19E
Mosier(settled 1854)	John J. Lynch	June 31, 1884		17W
Mt. Hood(Near Tygh)	Wm. Hollandworth	May 27, 1872	Jan. 11, 1878	30S
Nansene(In Long Hollow)	Wm. O. Adams	May 17, 1880	Oct. 14, 1904	17SE
North Junction(O.T.RR)	J.C. McCurdy	June 23, 1927	April 7, 1932	OTRR
Ortley(7-Mile Mt.)	L.D. Firebaugh	Feb. 9, 1912	Nov. 30, 1922	10W
Pratville (Wamio)	Mary J. Mackie	Nov. 24, 1879	Sept. 1, 1880	45SE
Ridgeway (7 S. Shaniko)	Mary Cook	March 3, 1892	Oct. 31, 1905	67SE
Rowena(9 W.on U.P.RR)	Frank Bourhill	July 7, 1911	Nov. 15, 1916	9W
Sinnasho(Warm Springs Res.)		Aug. 6, 1886		60SE
Sinamox(Ore.Trunk R.R.)		Jan. 2, 1914	Dec. 31, 1914	OTRR
South Junction(O.T.RR)		June 21, 1911	1949	

Name of Post Office	First Postmaster	Established	Discontinued	Distance
Shaniko(Cross Hollow)	John Wilcox	March 31, 1900		58SE
Sherars Bridge(Below Tygh)	Ezra Hemmingway	July 8, 1888	Jan. 4, 1883	30SE
Sherars Bridge(Settled 1880)	Joseph Sherar	Jan. 4, 1883	Jan. 25, 1938	30SE
Smock (5 S. Wamio)	Elizabeth Ledford	Oct. 28, 1899	May 31, 1909	50SE
Taylor(10 SW Dufur)	Alder Taylor	Aug. 20, 1909	Sept. 30, 1910	25SE
Tygh Valley	H. Staley	June 17, 1873		30SE
Victor(6 W. Maupin)	Viola Jones	Nov. 14, 1893	Nov. 12, 1912	40SE
Wamio(Was Prattville)	Mary Chamberlain	Nov. 24, 1884		45SE
Wapinitia	Jerry Young	March 21, 1878	Feb. 6, 1935	47SE
Wasco(2 E Dufur-12 Mi.House)	William Gilliam	April 26, 1868	June 3, 1872	12SE
Wascopam (The Dalles)	Milo M. Cushing	Sept. 3, 1853	March 22, 1860	0
Wrentham (On lower 15 Mi.)	Mrs. M. Farrington	Oct. 12, 1900	June 30, 1918	12E

POST OFFICES OUTSIDE THE PRESENT BOUNDRY OF WASCO COUNTY

Wasco County was established in January 1854, being taken off Champoege(Marion)and Clackamas counties. Wasco county in 1854 commenced at Cascade Locks, followed the summit of the Cascades to the California boundary; east along that boundary, east along the Idaho-Nevada and Idaho-Utah boundary, east along the Wyoming-Utah boundary to the territory of Nebraska at the summit of the Rocky mountains at Fort Bridger; thence northwest along the summit of the Rockies, including Yellowstone Park and including Butte, Mont; thence west to the Columbia river and Cascade Locks; comprising an area of over 250,000 square miles!- and the largest county the U.S. ever had!

The federal postal service in this vast area was not established until Nov. 5, 1851 at The Dalles. There were some settlements in this Oregon Territory such as Fort Bridger in 1843; Fort Laramie 1849 altho in Nebraska Territory was counted in Wasco county for postal purposes; the Walla Walla mission of 1836; Fort Hall(near Pocatello)Idaho 1838; Cascade Locks 1843; Fort Hall as an American military post in 1849; Fort Laramie as a military post in 1849; Fort Colville 1855; Fort Boise 1859; Spokane; Wallula trading post of 1821; The Dalles Mission of 1838.

After Wasco county was created Baker and Umatilla counties were taken off Wasco in 1862. We examined Mr. Edwin Payne's postal list and all post offices in Baker and Umatilla counties before and in 1862 are counted as Wasco county post offices. Some of these are Umatilla, LaGrande, Union, Auburn, Eagle City, Shanghai, Independence, Marysville, Augusta(Baker City)Express Ranch; Umatilla county Cayuse,Cove, Emigrant Springs, Egon Station, Pendelton, Pilot Rock. When Grant County was taken off Wasco in 1864 they had Dayville, John Day, Prairie City, Canyon City, Camp Watson. When Lake County was taken off Wasco in 1874 it had the following towns Drews Valley, Antler, Lakeview, Goose Lake, Paisley, New Pine Creek, Silver Lake, Summer Lake, Whitehall, Whittle's Ferry. In Klamath, then a part of Lake there was Bonanza, Klamath Agency, Klamath, Klamath Falls, Lost River, Morganer, Keno, Tule Lake, Yainax. Over on Malheur was Jordan Valley and Camp Harney near Burns. In Gilliam county taken off Wasco in 1885 we find Arlington called Alkali, Baird, Blalock, Clem, Condon, Crown Rock, Fleet, Legality, Oasis, Scotts Ferry on John Day and Willows.

In Jefferson County which we lost as Crook in 1882 Cleek, Cross Keys,-called also Troutcreek, Willoughby, near Grizzley and Warm Springs over on the Indian Reservation, Cherry Creek, Haycreek.

In Deschutes County which we lost as Crook in 1882 there was Camp Polk, now called Sisters.

In Wheeler county, which we lost to Crook in 1882 there was Bridge Creek, Burnt Ranch, Fossil, Liberty, Mitchell, Lost Valley and Wagner.

In Morrow County, which we lost as Umatilla in 1862 there was the old emigrant and stage stop Cecil.

Sherman County

Sherman county was taken off Wasco in 1889 and had the following post offices:

Badger, Biggs, Deschutes Bridge, Emigrant Springs, Erskineville, Fultonville, Grass Valley, Grover, Kent, McDonald's Ferry, Moro, Rufus, Rutledge and Wasco, called Spanish Hollow.

Hood River

Hood River county was taken off Wasco in 1908 and at that time the following post offices were in Wasco county: Cascade Locks, Dee, Hood River, Menominee, Mt. Hood, Shell Rock, Stratesburg, Tucker, Viento and Wyeth. Below are listed 112 post offices in old Wasco County, outside the present boundary.

Name of Post Office	Established	Discontinued	Postmaster	County	Remarks
Auburn(6 W.Baker)	Nov. 1, 1862	Oct. 31, 1903		Baker	
Alkali(Arlington)	Nov. 7, 1881	Dec. 31, 1885		Gilliam	Arlington now.
Baird(15 S.Arlington)	Dec. 8, 1884	Feb. 8, 1886		Gilliam	
Blalock(10 W.Arlington)	Jan. 11, 1881			Gilliam	
Bridge Creek	July 2, 1868	Jan. 20, 1882		Wheeler	Pack train stop 1862.
Burnt Ranch(Grade P.O.)	June 28, 1880	July 31, 1901	G.M. Wassoh	Wheeler	Pack train stop 1862.
Biggs	July 12, 1888			Sherman	
Badger	Dec. 19, 1882	Aug. 5, 1887	T.R. Badger	Sherman	
Canyon City	April 23, 1884			Grant	Gold struck 1859
Cascade Locks	Dec. 4, 1878		Sam Hindman	Hood River	Established 1843

Name of Post Office	Established	Discontinued	First Postmaster	County	Remarks
Camp Polk (Sisters)	March 18, 1875	July 28, 1888	Sam Hindman	Deschutes	Now Sisters, Ore.
Camp Watson	Nov. 11, 1867	Nov. 3, 1886	Chas. West	Grant	On John Day
Cleek	May 19, 1881	Feb. 21, 1893		Jefferson	3 Mi. W. Grizzley
Clem	Nov. 21, 1884	Mar. 31, 1937	Clem Doneman	Gilliam	15 N. Condon
Cross Keys (Troutcreek)	July 3, 1878	July 31, 1902	Jasper Friend	Jeff.	Foot Cow Canyon
Crown Rock (Huntley)	Feb. 1876	Nov. 28, 1892		Wheeler	Near Clarno
Cove	May 4, 1863	June 29, 1868	S.G. French	Union	Town before P.O.
Condon	July 10, 1884			Gilliam	Settled 1870's
Cecil	Oct. 3, 1867	Aug. 17, 1870	James Best	Morrow	Stage stop.
Cayuse	Oct. 29, 1867			Umatilla	Stage stop.
Dee (On Lee cattle trail)	Feb. 17, 1908			Hood River	Cattle trail 1838.
DeMoss Springs (Badger)	Dec. 19, 1882	July 14, 1923	T.R. Badger	Sherman	Emigrant stop 1843.
Deschutes Bridge (Moody)	Mar. 3, 1860	Dec. 6, 1860		Wasco	Emigrant Ford 1843.
Deschutes Bridge (Miller)	Feb. 20, 1888	Oct. 14, 1893	R. Burnell	Sherman	Ford 1843-1860-17 yrs.
Dayville (On John Day)	Dec. 8, 1868		James Brackett	Grant	Pack Train stop 1859.
Drews Valley	Nov. 17, 1873	Mar. 1, 1886	M.P. Garrison	Lake	Early stage stop.
Eckles	Nov. 20, 1893	May 21, 1894	A. Renkin	Wasco	Location unknown.
Encampment (Meachem)	May 8, 1882	Mar. 26, 1890		Umatilla	Emigrant stop.
Emigrant Springs	Jan. 20, 1887	June 29, 1889	Wm. Peddicore	Sherman	Near Biglow.
Emigrant Springs	July 29, 1889	June 12, 1895		Sherman	Mail to Klondike.
Erskineville	Dec. 19, 1882	April 20, 1907	Abiel Erskine	Sherman	
Express Ranch (Durkee)	April 21, 1865	July 2, 1879		Baker	Pack Train stop 1860.
Egan's Stage Station	Nov. 25, 1865	Nov. 23, 1867		Umatilla	Pack Train stop 1862.
Eldorado Mines	Sept. 1, 1869	Nov. 29, 1879		Malheur	Mine town 1862.
Fort Dalles			Col. W.W. Loring	Wasco	Built 1849.
Fort Colville				Wash. State	Built 1855.
Fort Hall (575 Mi. E)				Idaho	Established 1836.
Fort Hall			Col. W.W. Loring	Idaho	U.S. Fort 1849.
Fort Laramie (1167 Mi. E)	March 14, 1850	Tr. Neb. 1854	March 3, 1854	Nebraska	U.S. Fort 1849.
Fort Bridger (773 Mi. E)		1854	Jim Bridger	Wyoming	Built 1843.
Fort Boise (237 Mi. E)			Col. Geo. Wright	Idaho	U.S. Fort 1859.
Fort Walla Walla			Col. W.W. Loring	Wash. State	U.S. Fort 1849.
Walla Walla Mission			Marcus Whitman	Wash. State	Established 1836.
Farewell Bend	March 19, 1867	Nov. 19, 1867	Wm. Packwood	Malheur	Emigrant & stage stop.
Fleets (Fleetville)	Nov. 4, 1881	Apr. 12, 1888	George Fleet	Gilliam	
Francisville	Jan. 4, 1883	Jan. 28, 1883	J. Jordan	Wheeler	5 E. Clarno.
Fultonville	Jan. 5, 1882	Sept. 26, 1886	Col. James Fulton	Sherman	NW of Wasco
Fossil	Feb. 28, 1876			Wheeler	Settled 1860's.
Goose Lake	Dec. 11, 1871			Lake	Freight stop.
Grass Valley	Mar. 21, 1882			Sherman	Emigrant Trail 1864.
Grant	Apr. 9, 1883	May 21, 1908		Sherman	Washed away 1894.
Grover	Mar. 20, 1898	Sept. 18, 1890		Sherman	Mail to Wasco.
Goldendale, Wash.	1868			Wash. State	Stage Stop.
Hardin	May 23, 1882	July 31, 1890	S. Bixby	Crook	Near Paulina.
Hood River	Sept. 20, 1858		Nathan Benson	H.R.	First settlement 1853.
Haycreek	Dec. 13, 1875	July 31, 1920		Jeff.	Baldwin Sheep Co.
Huntley (Pine Creek)	Feb. 28, 1876	June 23, 1876		Wheeler	Near Clarno
Howard	May 10, 1877	May 15, 1918		Crook	
Independence (Mine town)	1860			Baker	Old Mine town.
John Day City	Jan. 20, 1865		Abraham Hines	Grant	Established 1860.
Jordan Valley	Feb. 13, 1867			Harney	Established 1860.
Kent	Feb. 17, 1887		M.H. Bennett	Sherman	
Klamath	June 20, 1872	Apr. 9, 1873	A. Handy	Klamath	
Klamath Falls (Linkville)	Dec. 17, 1871		Geo. Nurse	Klamath	
La Grande	May 28, 1863		B.P. Patterson	Union	Emigrant Stop 1850
Lost Valley	April 28, 1879	Dec. 31, 1926	F.H. Balding	Wheeler	
Legality	Nov. 24, 1884	July 19, 1888	H.K. Knott	Gilliam	20 Mi. S. Arlington.
Langel Valley	Dec. 11, 1871	Mar. 15, 1930		Klamath	
Marysville (Conner Creek)				Baker	Mining town.
Moro	April 1, 1884			Sherman	
Menominee (Nicolai)	Nov. 13, 1900	Mar. 31, 1909		Hood River	West Hood River.
Monkland	July 14, 1896	May 31, 1919		Sherman	Mail to Moro.

Name of Post Office	Established	Discontinued	First Postmaster	County	Remarks
Moody(Deschutes Bridge)	Dec.7,1911	Oct.1,1926	Ida Carlisle	Wasco	Moved to Sherman Co.
Mt. Hood (Tygh Valley)	May 27,1872	Jan.11,1878	Wm.Hollandworth	Wasco	In Tygh Valley.
Mt. Hood (Hood River)	May 25,1890			H.R.	Hood River Valley.
Meadowville(Stage Sta.)	Feb.2,1867	Oct.28,1874	Hawkins Shelton	Umatilla	Near Stanfield
Owyhee Ferry	May 6,1867	Sept.16,1868		Malheur	Emigrant Crossing.
Oasis	May 5,1864	Nov.3,1866	Tom Airhurst	Gilliam	
Olex	Oct.27,1874		James Butler	Gilliam	
Pocahontas	Apr.4,1863	June 24,1872	Tom McCurran	Union	Pack Train stop,1860.
Prineville (Prine)	Apr.3,1871		Wm. Heisler	Crook	Stage & Freight stop.
Paulina	Mar.23,1882			Crook	
Pendelton(Marshall)	Apr.21,1865			Uma.	1860 Pack Train stop.
Pilot Rock	Dec.2,1868			Uma.	1950 Emigrant stop.
Pine Creek	June 23,1878	Dec.10,1877		Wheeler	Near Clarno.
Rockville(Scott's Ferry)	Nov.26,1878	Aug.2,1889	A. Varney	Gilliam	On John Day river,1858.
Rutledge	June 6,1884	Mar.23,1908	Joseph Rutledge	Sherman	
Rufus	Jan.6,1886			Sherman	
Scott's Ferry(Rockville)	Feb.9,1867	Nov.26,1878	David G. Leonard	Gilliam	Also Leonard's Ferry.
Silver Wells	Aug.8,1878	July 5,1881	Joe Brown	Crook	
Shangahi	1860			Baker	Mining town.
Shell Rock	Apr.14,1873	Aug.19,1878	David Graham	H.R.	Moved to Collins,Wn.
Spring Valley	Feb.28,1876	Apr. 14,1880	Henry H. Wheeler	Grant	Early Stage stop,1864.
Straightsburg	Oct.19,1888	Nov.18,1891	Henry Straight	H.R.	
Spanish Hollow(Wasco)	Mar.2,1870	Mar.17,1882		Sherman	
Silver Lake	Dec.9,1875		G.C. Duncan	Lake	Early Stage stop,1871.
Summer Lake	Dec.9,1875			Lake	Early Stage stop.
Sprague River	Nov.12,1873	Jan.31,1883	John Garland	Klam.	Near Bly
Thompson	July 3,1878	Oct.2,1879	Mary A.Thompson	Wasco	Location Unknown.
Tucker	Jan.15,1892	June 2,1900	B. Tucker	H.R.	5 Mi.SW Hood River.
Upper Ochoco	April 3, 1871	Aug.2,1880	James H. Miller	Crook	
Umatilla	Sept.22,1851	Jan.6,1852	Francis Boyer	Clackamas	Oldest in Uma. Co.
Umatilla	May 28, 1883			Umatilla	Established 1851.
Viento	Jan.24,1896	May 31,1919		Hood River	
Walla Walla Mission	1836		Marcus Whitman	Ore. Territory	
Wallula	1821			Ore. Territory	Hudson Bay Post.
Warm Springs	Oct.30,1879			Jeff.	Established 1858
Wasco(Spanish Hollow)	March 17,1882		Wm. Barnett	Sherman	
Willoughby	May 20,1872	Mar.7,1879	Robert Warren	Jeff.	Near Grizzley.
Wyeth	April 18,1903	Dec.15,1936		H.R.	
Willows	Dec.17,1878	Oct.15,1942	J.W. Smith	Gilliam	
White Wall	Dec.9,1875	Apr.28,1879		Lake	Near Paisley.
Yainax	Aug.29,1872	Nov.8,1907		Klamath	4 E Sprague River.

HOOD RIVER

Hood River county also has the following 4 post offices established since it was taken off Wasco in 1908. They were FIR established March 10, 1910 and discontinued June 15, 1915; Odell, established as Newton June 11, 1910 and changed to Odell March 11, 1911; Parkdale established March 24, 1910.

SHERMAN COUNTY

Since Sherman county was taken off Wasco in 1889 the following 9 post offices have been established: Biglow, Oct.24,1894, closed Feb.12,1902; Early Jan.9,1902, H.K.Potter, P.M., closed Aug.30,1919; Gorman, Aug.25,1892, closed Oct.5,1900; Grebe Feb.24,1916, Henry Grebe, P.M., changed to Thornbury Oct.9,1920 with H.T.Thornbury, P.M., closed Nov.29,1923; Klondike Jan.11,1899, A.B. Potter P.M., closed Nov.30,1951; McDonald's Ferry Mar. 15,1904, W.G. McDonald, P.M., closed Oct.14,1922--was Scotts Ferry on John Day; Miller, first known as Deschutes Bridge 1860-1888-1893, then as Moody Dec.7,1911 to Oct.1,1926 with Ida Carlisle, P.M., then changed to Miller Oct. 1, 1926. Mrs. Carlisle retired as postmaster in 1950.

Miller is the oldest post office in Sherman county. What was the 1860 postmaster's name? In 1888?

For a time, when Miller was called Moody(1911 to 1917)it was on the Wasco County side of the Deschutes river. On April 3, 1917 it was moved to the Sherman county side and changed to Miller Oct.1, 1926.

WEST WASCO COUNTY POST OFFICES

THE DALLES

The Dalles Mission was established in 1838. The first emigrants arrived in 1845 -- Dr. Marcus Whitman. Fort Dalles was established in 1849 by Col. W. W. Loring; Fort Dalles was abandoned in 1886. The Dalles was the end of the Old Oregon Train between 1842 and 1920. The Dalles post office was opened Nov. 5, 1851 with Wm. Gibson, postmaster; closed as The Dalles Sept. 3, 1853. Wascopam post office was opened Sept. 3, 1853 with Milo Cushing, P.M.; closed as Wascopam March 22, 1860. The Dalles post office was opened for the 2nd time as The Dalles March 22, 1860 with W.C. Waldron, P.M. Dalles City was incorporated June 22, 1857 by James K. Kelley, attorney and later first Dalles Mayor. For other history of The Dalles see pages 1 to 191. Is oldest town between Cascades and Rockies.

CRATES POINT

Crate's Point, opposite The Dalles Country Club and at the mouth of Chenowith creek, was first known by emigrants as the embarkation point for their journey down the Columbia on rafts, between their first arrival at The Dalles in 1843 and the establishment of the first steamboat service between here and the Cascades in 1848; and to a limited extent even later than 1850. The mouth of Chenowith creek was a protected harbor for rafts, batteaux, dugouts, canoes and small barges. Quite a camp of Indians always made their home in that vicinity for that reason and the additional reason that there always was an abundance of fresh water mussels and fish as well as roots, grasses, very important food items for the Indians and for Mr. Crate as well as hungry emigrants. One of the finest single collections of Indian relics, bowls, arrows, scrapers, lances etc. on display at the Maryhill Museum of Fine Arts was collected by the Walter Klint family on this place at the mouth of Chenowith, ample testimony to its importance.

There were lots of pine trees in that vicinity which were cut for rafts and hauled by the emigrants to Chenowith harbor and lashed together in sizes big enough for 6 wagons! The slopes of the banks of the creek made it easy to roll the wagons on to the rafts, remove the wheels and tie them down. The small sail barges, which hauled 4 to 6 wagons, also used the harbor. The Hudson Bay Co. batteaux type of flatboat, which could haul up to 6 tons and carry a dozen passengers or oarsmen, used the protected harbor to haul freight for those desiring to abandon wagons here and go on down the river with what possessions the batteaux could handle or carry. Women and children were rowed down the river in canoes or the larger log dugout canoes which would accommodate a dozen people and handled by the Indians who were their master craftsmen. The passengers got out at the Cascades, walked the 6 miles down past the lower rapids where they entered the Canoes again to go on down to Milwaukee or Oregon City. The Indians "lowered" or floated their canoes down on ropes and pulled them back up the rapids the same way.

When one sees and understands this Crate Point emigrant picture, the tremendous amount of work to make rafts, the danger of floating them down the river in bad weather and at the Cascades; the rainy fall weather; the choppy river waters on windy days; the waiting for small boats to return; sickness, hunger, one can see why Joel Palmer and Samuel K. Barlow would rather face the timber and bog holes of the mountains, than the Columbia river! Even after the Barlow road was opened early winter snows often closed it before October emigrants could get over the Cascades and they too had to resort to the scows and rafts or abandon their wagons for batteaux and canoes. The cattle and horses were driven over the Lee (Lost Lake) Cattle trail by the men and boys. Some families even lashed their belongings to the backs of their horses and walked over the Lost Lake trail to Oregon City! - women, children, babies, in rain, snow, sleet, ice and all! Crates Point was NOT a post office but it was an important place.

Edward Crate

Edward Crate was born in Canada (1821) and came west for the Hudson Bay Co. as a trapper and boatman in 1838. His run was from Vancouver to Nelson and Revelstoke on the Canadian Columbia 1000 miles from Vancouver! and return with furs for shipment at Vancouver. He knew every inch of the navigatable part of the Columbia river. Some of his stations on that trip, to which he took supplies and returned with furs were, The Dalles, Wallula, Chelan, Fort Okanogan, Kettle Falls, Fort Nelson, Revelstoke. The batteaux required 6 oarsmen or more, it could haul 6 tons and had masthead for sail and was steered by one oar in the rear used as a rudder. The trip north was made in the spring and the return trip in the fall.

During the June high water of 1842 he claimed he landed his batteaux near a pine tree where the Methodist church is now located, indicating about a 70 foot crest! He was always belittled and ridiculed for having made that statement until the 59 foot flood of 1894, when those who had spoken in ridicule against him came around and apologized in most humble terms.

In 1847 he helped Peter Skeen Ogden rescue the survivors of the Whitman Massacre at Walla Walla and brought them down the Columbia in his batteaux. He served in the Cayuse Indian War of 1848 with Capt. Thomas McKays Mounted Riflemen in the Walla Walla campaign. He filed on his Donation Land Claim at Crates Point April 1, 1851 being granted 640 acres. He married Sophia Boucher (1844) and they had 14 children, among them John and Joe, for years Dalles City policemen. His log Cabin stood on his claim from 1851 until it burned in 1948. His apple orchard still bears fruit after 100 years! He died at his Crates Point home in 1894 after 43 years of continuous residence; being the oldest settler in the county at that time! He and his boys carried mail from The Dalles to Walla Walla, in a hack, the fall and winter of 1851 when that service was first established and until Umatilla was founded in the fall of 1851 for relieving and dispatching mails. The Dalles and Umatilla, Walla Walla, Wallula, Fort Hall and Fort Bridger were all in Clackamas County in 1851! Wasco was created in 1854.

Edward Crate

Edward Crate, according to his son John Crate in a Chronicle story of June 1921, served as a "post rider" for the Hudson Bay Co., it being his duty to carry messages (first mail carrier) from Vancouver to their interior Columbia river trading posts. The trips were made in batteaux, a flat bottomed boat with 5 rowers on each side and large enough to carry several passengers and quite (6 ton) a load of freight. Mrs. Crate, with their children, accompanied him on many of his post to post trips. In 1847 he went to Wallula at the outbreak of the Cayuse Indian War and were camped near the fort when a band of Indians descended upon them. It was the custom of the Indians to leave their horses standing in a line. Mrs. Crate evaded the Indians, with 3 small children (Ed., Nancy and Jane) by crawling under the bellies of that long line of Indian cayuses, to gain access to the fort!

The Whitman massacre took place at the mission, 25 miles distant, which resulted in the death of Dr. Marcus Whitman and 12 others. The Indians had planned on killing Henry Spalding, near Pendleton where he was teaching the Umatilla Indians; but he escaped with his wife under the protection of the Hudson Bay Co. and they joined the Whitman survivors and brought in boats to Vancouver by Edward Crate. The Indians were a constant menace as they made their trip down the river, many times being shot at by arrows causing the occupants of the boats to lie in the bottom much of the time.

Edward Crate joined a band of volunteers who went to Walla Walla to punish the Indians for the Whitman massacre. While in the mountains with 65 men, they were surrounded by the Indians for 2 days and nights. The Indians used bows and arrows. The volunteers used muskets and 1 small cannon which shot small pieces of iron. The guns saved the men and after 48 hours the Indians retreated.

In 1849 Mr. Crate severed connections with the Hudson Bay Co. and came to The Dalles to make a Donation Land Claim, which gave each man and his wife 320 acres. He had his choice of all the land here and was the first permanent white settler! On account of the natural river landing (harbor) at the mouth of Chenoweth creek he chose that land on the south (west) bank. Of his first landing in this vicinity he said he landed a batteaux, by a pine tree which stood near the present site of the Methodist church at 5th and Washington (1842). Later pioneers thought his version of the height of the river was an exaggeration, but the 1894 high water established the plausibility of his story of that first landing.

A log house was built upon his land at Crates Point but on account of Indian trouble the family went to Oregon City for the winter (1849) and John Crate was born there April 28, 1850, in Dr. McLaughlin's flour mill on an island in the Willamette river. When John was 3 weeks old the family returned to The Dalles where he (John) has lived 71 years (1921) longer than any other resident of Wasco county! His earliest recollection was the excitement prevailing when George Snipes killed an Indian at Rowena in 1854. Ill feeling existed between the Warm Springs and Klickitat Indians and at that time a large Warm Springs Indian village extended on both sides of Chenoweth creek while an equally large encampment of Klickitats formed on the north bank of the Columbia River at Granddalles (Dallesport). The Klickitats had stolen several of the Warm Springs papooses and when the opportunity offered they destroyed the property of white people. A family named Oliver had taken a Donation Land Claim on the north side of the Columbia opposite Crates Point. One evening the settlers on this side were startled to see the Oliver house on fire. In the bright fire light the Indian could be seen riding their horses around the burning building! Having become afraid of the Indians the Olivers had crossed to the Oregon side previously.

George Snipes First Resident at Rowena

At Rowena the George Snipes resident was attacked by Indians about this same time, one moonlight night. He and Martha loaded their muzzle-loaders with buckshot and killed one Indian and wounded another. The Indians took their dead and wounded and retired (see pages 87, 88 & 89). George and Martha Snipes and Josiah and Elizabeth Marsh came to The Dalles garrison for protection, but after a short time returned to their homes. The Edward Crate family remained at their Chenoweth creek home. The Warm Springs Indians were always friendly to white settlers. Nathan Olney had a store on Chenoweth creek, then known as Olney creek (near highway 30 crossing). He sold supplies to the Indians, emigrants, soldiers and early settlers in 1849. After he left that vicinity the creek was called Chenoweth for Justin Chenoweth an early settler on the east bank of the creek where the Klints now live. He had plans for a town there at one time.

Edward Crate bought oxen from the emigrants but the winter of 1851-2 was so severe that when spring came he only had one yoke of work oxen left. Ten years later he bought more stock but the winter of 1861-2 lasted until April, with deep snows and 24 below, and that time he lost all his stock! They raised grain and vegetables on the land. My father paid \$1. for 12 corn seed in 1859! The next year he was careful to save seed. The discovery of gold on the Powder river near Baker brought people from all parts of the east and California to The Dalles where they packed to the mines. The miners returned to The Dalles for the winter. They, together with the teamsters, packers, soldiers, gamblers, cattlemen, rivermen and merchants made up the varied population of The Dalles in 1860-62. The cattle in those days fed on the bunch grass which grew all over the hills of eastern Oregon and eastern Washington. Sheep, cattle and horses made up the herds. Edward Crate died in 1894 being 45 years a resident of Crates Point!

In 1872 John Crate drove cattle for Ben Snipes in the Yakima area. Ben Snipes was a brother of George. He was the biggest stockman and Cattle King of the state of Washington at that time! (He was also a druggist and business man of The Dalles). In 1875 I (John Crate) worked for the Michalbash Meat Market (120 E 2nd). In 1881 I went into the cattle buying business. In 1892 I became a member of The Dalles police force and I served in that capacity for 20 years! In 1905 I was shot by Frank Summers, in the White House saloon, while making an arrest. The shot passed through the lung, just above the heart, going through the body! The bullet dropped from the clothing when it was removed! The wound healed but it causes some discomfort ever since. I have been an active member of The Dalles fire department since 1875. The fires of 1878 and 1891 were our most serious fires."

Henry Klint, 1862 emigrant from Iowa to The Dalles where he was for 6 years a contractor, in 1868 moved to his Crates Point farm and vegetable gardens where the family spent their entire life. The place is now operated by his son Walter Klint. It has been in the family 84 years!

ROWENA

Rowena is a railroad station on the Union Pacific and highway 30 about 9 miles west of The Dalles. It was named for H.S. Rowe, who, according to Fred W. Wilson, was superintendent of the Oregon Railroad and Navigation Co. at the time Henry Vallard built the railroad into The Dalles in 1882; and when the railroad construction reached Rowena they had to have a name for the depot and siding. Someone suggested naming it Rowe, after H.S. Rowe, but Mr. Rowe objected that it was too plain a name. Another bright soul with the railroad thought of putting the "na" onto Mr. Rowe's name, making it Rowena. That name was acceptable to Mr. Rowe and it was set down in railroad records, and later in postal records as Rowena.

The first record of any activity of white people at Rowena is noted in the writings of the missionaries where, "in 1840 Daniel Lee of the Methodist Mission at The Dalles conducted revival services at Rowena for the Indians; taking with him 12 Indians from the Wasco tribe at The Dalles." This would indicate that Rowena was an important camp grounds of the Indians at that period and without doubt he held other services for them at Rowena.

George and Martha Snipes - First Settlers

In the George Snipes Love Story (pages 87, 88 & 89 of this history) as related to his son James at The Dalles on May 17, 1918, regarding his residence at Rowena he said, "In 1854 we went to Rowena to live. I started a fruit orchard on my Donation claim at Rowena, known yet as the old Snipes place. We sent to Lwelling's Nursery at Milwaukee for the trees and planted the same year apples, pears, cherries and peaches from the pits. Three of these pear trees are living now, one is a Bartlett, - the trees is small, the others are larger. There is one Astrachan apple tree, three Golden Sweets, one Yellow Newtown Pippin, and one is a big red apple, the name I do not know. They bear every year. The Golden Sweet is a fine apple and compares favorably with fruit from modern orchards; it bears well, the orchard has good crops and is 62 years old (1918). These are what is left of the first fruit trees planted in all of eastern Oregon. In 1862 we came back to The Dalles from Rowena and have lived here ever since."

In another one of the 7 different George Snipes Love stories that have been written he added, "In 1855 the snow was 5 feet deep at Rowena. In 1859 I planted my orchard at Rowena." In the version recorded by Lulu D. Crandall, he said, "One moonlight night, in 1858 at Rowena our dog came whining and scratching at the cabin door. I looked down at it in the darkness to discover it had arrows in its body. I told Martha to get up and load the guns with buckshot that Indians were outside the cabin and had shot the dog. While she was loading the guns I scratched the calking from between the logs and in the moonlight I could see 5 or 6 Indians. I blazed away and noticed one of them fall. I could hear arrows strike the side of the cabin. I fired the second gun and another Indian fell. Apparently they considered this enough and retreated with their dead and wounded. The next day we left for the security of the garrison at The Dalles remaining there until the next spring."

In John Crate's account of Crates Point (page 202) he verified this incident by saying, "At Rowena George Snipes was attacked by Indians, one moonlight night. He and Martha Snipes loaded their muzzle-loaders with buckshot and killed one Indian and wounded another. The Indians took their dead and wounded and retired. George and Martha Snipes and Josiah and Elizabeth Marsh came to The Dalles garrison for protection, but after a short time returned to their homes."

The George Snipes home at Rowena, according to Wess Tindall, is now known as the Richard Campbell place, a large 2-story white house, the addition to the original home being made in 1905. In looking up the original ownership of all land at Rowena, in connection with flood rights under the Bonneville Dam, Wess Tindall claims the records on file do not show ownership at any time by George Snipes. However his father Elam Snipes, who came west with the rest of the Snipes children in 1863, is shown to be the original owner of the Snipes property at Rowena. This would indicate that George Snipes turned over his place at Rowena to his father Elam who was the next oldest resident living on the Snipes place, both at Rowena and in Hog Canyon, up to about 1890. Elam's son Edgar Snipes was drowned swimming cattle across the Columbia river at Rowena in 1887 when he became entangled in his lariat rope and was drag under the water by the beating hoofs of the cattle that had also become entangled in the rope.

Rowena Post Office

The Rowena post office, according to the postal records (page 197) was established July 7, 1911 with Frank Bourhill, postmaster and closed Nov. 15, 1918. According to Fred Tealey, dairyman of that area, George and Frank Bourhill were from Scotland settling in the Rowena area about 1910 and left for the Sherman county wheat country after they left Rowena. For the next 8 years, according to Wess Tindall, who operated the Rowena Auto Court, the people of Rowena came to The Dalles for their mail.

Then in 1924 the Mosier Rural Route was extended from the Josiah Marsh Gravel Pit, on the Marsh Flat, to Rowena and return. This service continued until 1939 when Mosier Route 1 was consolidated as an economy measure, by the post office department, with Route 4, The Dalles; service being extended down highway 30 to Rowena and Mosier and back to The Dalles over the old State road over 7 Mile Mountain.

Business Establishments

The Rowena store, established by Frank Bourhill in 1911 is now occupied by Mr. and Mrs. Frank Deitrick. Mrs. Deitrick was formerly Mrs. Lou Riggs and they operated the store and service station since 1925.

J. Wess Tindall established the Tindall Auto Court which they sold to Artie Black. It is the 1952 Inn of modern day history of the west, taking the place of the old Horse and Buggy Inns of 40 years ago.

George Hathaway operates a small store and restaurant where the weary motorist can get a snack to eat. Rowena has a good grade school with Martha Black, teacher. It transports upper grades to The Dalles.

Rowena has good electric light service, at high prices, being just beyond PUD service on Chenoweth creek, giving the P.P. & L the privilege to keep the old high rates in existence. Telephone service to Rowena is very poor and needs to be improved upon by a direct connection to The Dalles instead of Mosier.

The new Commercial Highway will run between the railroad and the present highway, cutting up and ruining all the little farms at Rowena. Rowena's most outstanding man was Howard Robinson, one of the 4-Horsemen of Public Power in Wasco county (see page 75 for Biography).

MOSIER

The incorporated city of Mosier, population about 400, is located on the Union Pacific railroad and highway 30 about 17 miles west of The Dalles. This distance figure will be reduced by the completion of the new \$25,000,000 Commercial highway between The Dalles and Portland, to about 15 miles.

Jonas H. Mosier

Florence Stager in an article in the 1948 Historical Edition of the Chronicle said, "Jonah H. Mosier (Moser) was born March 10, 1821 in Penn. (the History of Central Oregon says Maryland) March 10, 1821. He married (1846) Jane Rollins at Paradise, Miss." The History of Central Oregon says he went to California gold fields in 1849, returning to Mo. for his family and coming west by ox-team to The Dalles in 1853 where he became the first building contractor of The Dalles, then a tent city. He erected a hotel for Milo M. Cushing, a store for Biglow and nearly all the other stores and buildings in down-town The Dalles in 1853-1854. In fact he built so many buildings in The Dalles that he exhausted the supply of lumber. He looked around for a likely supply accessible to the Columbia river, where he might establish a saw-mill and transport his lumber to The Dalles by barge (then called scows) where it was so badly needed.

In 1854 he chose the mouth of Mosier creek for his sawmill site and filed on a Donation Land Claim of 640 acres, now comprising the townsite of Mosier, fenced it with a worm fence of split rails to keep his stock, used for logging, where they could be rounded up. His first sawmill and home were burned down before he hardly got started. Fire was just another problem to be met and overcome, so he rebuilt his mill and home only to have them burn down a second time! Such a double tragedy would have disheartened a weaker man and cause him to give up and move away. To top the disasters of fire Mosier's mill was washed away in a flood in 1858! Three times was enough so he gave up the mill business and expanded his cattle and real estate holdings. He was a blacksmith, carpenter, miner, farmer, merchant and one of the most outstanding men in the history of Wasco county. His mill at Mosier was operated by water power.

In 1865 he lost his ever faithful and devoted wife leaving him with 7 children, another tragedy much worse than fire and flood! The next year he met and married a widow with 3 children and to their union two more children were born making an even dozen.

The History of Central Oregon says the Mosier family originally came from Germany to Maryland where Jonas was born in 1821, then moved to Penn. and later to Ohio and in 1839 to Missouri where Jonas was apprenticed as a cabinet maker and carpenter which he followed. He was also a general store clerk becoming proprietor of a store in Missouri, which indicates he was well educated for his times. In 1849 he formed a general partnership with 7 or 8 other young fellows and went to the gold fields of Calif. They had a very hard trip and had to cut hay and sell it to pay for his return trip by boat after 18 months. He equipped himself for his second trip west by ox-team, this time in 1853 with his family to The Dalles where he arrived with 3 head of oxen, out of the original 6, an old cow, a worn out wagon and \$1.75 in his pocket!

The Dalles was then a military post, the only store being kept by William Gibson, the postmaster, in Nathan Olney's old log cabin on the bank of Mill creek at First and Union, with hewed logs for a counter and an adjoining tent in which he lived. Besides the stores for W.D. Biglow and Milo Cushing he built the dwellings for Col. N.H. Gates and Judge W.C. Laughlin and helped lay out the town of The Dalles.

At Mosier he was in partnership with Thomas Davis in the mill business because it was more than a one man job to operate a sawmill. He had his troubles with the Indians at Mosier and many times he had to enter their gatherings with a club in his hands and thrash the whole group of them single-handed, to make them behave and quit stealing his cattle and possessions. He never used a gun on an Indian. He treated the good Indians with fairness and justice and threshed the bad ones until they became better or left him alone. All the Mosier Indians learned to respect him. He lived among them during the Yakima Indian War of 1856 while everyone else ran to Fort Dalles for protection. Mr. Nach Mull became his second mill partner. He sold his lumber for \$50 per 1000 bd. feet and never could supply the demand!

Mosier Inn

With his profits from lumber sales he replaced his log cabins with a sawed lumber home which became the Mosier Inn where travelers could purchase a meal and bed for the night and put up his horses or make repairs in his blacksmith shop or shoe the horses there. Pierce Mays once told the story that he stayed at the Mosier Inn and after the evening meal he was looking around for something to read and noted that Mosier had a large collection of books in a fancy bookcase. Being a well read attorney, he opened the case and started to pull out a book only to discover, to his amazement, that they were all WOODEN books! Mays didn't say whether they were made at the Mosier sawmill or not, nor why Mosier kept such a collection? It might have been just to fool lawyers and travelers. Mosier was a well educated man, a lawmaker and legislative representative from Wasco county. He didn't get his education out of Wooden books either. Mays was quite a story teller and this might have been one of his Paul Bunyan stories about Mosier.

In 1865 he took a herd of cattle to the Kootenai mines and made a fortune, but lost his wife that same year. In 1868 he married the widow Lewis, while down in the valley buying cattle for the miners. In 1867-68 he drove cattle to the Montana mines for good sales. He died in 1894 leaving an estate of 1000 acres. His children were Jefferson Mosier, born at Mosier in 1860 and who received private educational instructions from George Ryan who was hired for 12 years to teach the Mosier children the 3-R's. Jefferson was a farmer, banker and real estate man of Mosier; Alice (Mrs. S. Faucette); Mary (Mrs. S. Adams); Lydia; Benjamin; Emily (Mrs. A. Mansfield); Josephine Willoughby. Neither Jefferson nor Benjamin Mosier had any children. Ryan commenced his school work in 1864 and his school term was 12 full months, 6 days a week, and only the 4th of July and Christmas off as holidays! The first public school was in a log cabin out on what is now the east edge of Mosier on the old State Road in 1875 with a 3 months term. The second public school was in another log cabin about 1 1/2 miles east of Mosier. Miss Cordelia Therman was the first teacher at the first school while Rev. Garrison of Hood River was the 2nd teacher.

Josiah Marsh

Josiah Marsh and his wife Elizabeth(Bell)Marsh came by ex-team to The Dalles in 1854, filing on their Donation Land Claim at what we now call the Marsh Gravel Pit ranch that same year. The Marsh family had more trouble with the Indians than Mosier and sought the safety of the woods many nights. Their only son Abel Marsh, born in Iowa(1849)came west with his parents to Marsh Flat in 1854. His first marriage was to Sallie Lyle of Lyle, Wn. and his second marriage to Mary Doyle, daughter of Michael Doyle of upper Chenowith creek district, who came to Oregon via Isthmus of Panama in 1874; Mrs Doyle's brothers were Ralph and Charles and sisters Edna and Ina. The children of Abel Marsh were Effie(Mrs.Mike Thornton)of the Chenowith creek area; Ina(Mrs.E.C.Fitzgerald)of The Dalles; Wm. and Harold Marsh.--History of Central Oregon.

William C. McClure

Wm.C. and Amelia(Sullivan)McClure came to The Dalles with the "big emigration" of 1852, their son Thomas J. McClure being 8 years old(1852)when he accompanied his parents, 3 wagons and 12 oxen on their trip to Oregon. They went on to the Willamette valley arriving there with one ox and one old cow they had traded for. Wm. C. McClure was from Tennessee and his father was an 1812 War veteran and died at Mosier in 1878 being the only known 1812 War veteran buried at Mosier. The McClure family settled on their Mosier farm in 1866 where Wm. C. McClure died on his homestead in 1895, his widow following in death the next year. Thomas J. McClure received his early education in Yamhill county where the family lived till 1864 when they came to The Dalles, living on 3 Mile creek until they went to Mosier in 1866. Wm. T. McClure was another son of Wm.C. A daughter Amanda(Mrs. Andrew Marsh)and son Wm. Marsh live on the McClure place(1905).--History Central Oregon.

Amos Root

Amos Root was born in Ohio son of John and Sarah(Hurst)Root and recieved his early education in Ohio. He went to Iowa and then to Colorado where he worked in the mines. He came west by rail to the Willamette Valley(1875)where he ranched but Indians drove him out and he came to Mosier in 1878 where he purchased a ranch and is credited with planting the first fruit orchard in the Mosier valley of pears, cherries, peaches and prunes. He married Hannah Holderman of Indiana and their children were Elmer of Ortley; Leo, Leslie, Clyde, Alice(Mrs.Wallace Husband), Zella(Mrs.Jones), Nora and Edna all of Mosier

Leander Evans

Leander Evans fruit rancher of the Mosier valley who in 1905 shipped 1000 boxes every year was born in Bloomington, Ill.(1849)son Samuel and Evelyn(King)Evans. Mrs. Evans married(1875)Mary Swasey of Mo. and their children were Fredrick and George. They came to Mosier in 1887.--History Central Oregon.

Alexander Stewart

Merchant of Mosier and postmaster at the turn of the century was born in Wisconsin(1856)son of Alexander and Elizabeth(Clark)Stewart of Penn., was educated in the schools of Illinois and Iowa, taught school and clerked, then went to the mines of California for 7 years; then railroaded in Kansas, Missouri, Colorado, Arkansas and Wyoming as roadmaster and section foreman. He came to Oregon in 1893 and became Union Pacific section foreman at Mosier for 3 years then purchased a store from R.A. Powers. He married (1898)Rachel Roland of Portland.--History Central Oregon.

John & James Lewis

James Lewis, farmer of Mosier was born at Harrisburg, Ore.(1857)son of John Lewis who came to Oregon in 1847 and filed on a Donation Land Claim in the Goose Hollow residential section of Portland and later operated a pack train from Portland to Yreka, Calif. and from The Dalles to the Salmon River mines in Idaho as well as many other mining points before there was any roads to operate wagons over. In 1852 his outfit was ambushed by Indians and two of his men killed and the elder Lewis had to flee for his life. He helped build the Cow Canyon Military road for army under Gen. Joe Hooker before it became a toll road for stages and freight wagons!--for which he recieved \$3500. In 1864 John Lewis went into the stock raising business and steamboat business in the Willamette Valley. His wife was Martha Howard daughter of James Howard 1844 covered wagon pioneers of Oregon and was gunsmith for Dr. Marcus Whitman at Walla Walla(1844). After John Lewis died his widow married JONAS H. MOSIER(1865) and she died in The Dalles in 1903 after a 9 year illness.

James Lewis lived at Mosier with his half-sister Dollie Mosier; Jefferson Mosier was a half-brother; and he had sisters, Ida Cook and Emma Taylor. He later owned 1300 acres in Klickitat county. Dollie Mosier recieved her education at the Sisters school in The Dalles and taught school at Bakeoven and other places.---History of Central Oregon.

James Miler

The James Miler family came to the Mosier area as one of its early families af 1867. In 1876 their daughter Esther Miler married George Renoe of Ortley; she died at Mosier in 1897.

Some of the other old timers were the John Mardens; the Bradshaws; Laken Lamb(1877); the Bills; the Phillips; the Dunsmores; Joe Strandby; the Marshalls.

Jamima Pennywasher

During the Indian scares some of the early residents of the Mosier area took to the Columbia river in boats, but according to Charlie Renoe of Hardman who was raised in Mosier valley, it was the Indian squaw Jamima Pennywasher who forewarned the Mosier family of an impending massacre, during the Yakima Indian war, and for that act of kindness she was banished by the Indians from the Mosier tribes! She appealed to Jonas Mosier for help and he built her a cabin at Mosier in which she lived for many years and worked for the Mosier family and others. Mr. Renoe added that Mosier had no suitable place for a wharf or boat landing for mail, freight or river passenger service. The only place a boat could land was below the Josiah Marsh Gravel pit, about 4 miles up river from Mosier; and for that reason most of the people came to The Dalles for mail, freight or supplies until the railroad was built into Mosier in 1882.

Post Office

The official post office department records show the Mosier postoffice was established Dec. 31, 1884 with John J. Lynch the railroad agent and store operator as first postmaster and he served until 1892, according to Willis Gholston, 1952 postmaster who did considerable research work for this history pertaining to the history of the Mosier post office. Previous to the coming of the railroad Mosier recieved no mail service. That first post office and store was in a small building, just south of the railroad tracks and depot. In 1891 the post office was moved into the depot.

In 1892 Jonas H. Mosier became the postmaster and he moved the office into an addition to his home, which still stands and is used for an apartment house; and he served until 1894 when his wife Martha became postmaster, holding the position until May 22, 1899. On this latter date Alexander Stewart became Mosier's next postmaster (May 23, 1899) with the office in his general store until March 31, 1903 at which date his wife Rachel became postmaster. She served until October 31, 1910.

Lenora Hunter became Mosier postmaster November 1, 1910 and she served until her retirement March 31, 1948. The office was moved to its present location in the old bank building upon the appointment of Willis L. Golston April 1, 1948. Mr. Golston served until Oct. 4, 1950 when he was activated in the Naval Reserves, his brother Glenn serving from October 5, 1950 until March 31, 1951; Willis resuming his duties April 1, 1951.

R.F.D. Service

Route 1, Mosier was established August 1, 1924 with Leslie Root laying out and carrying the route until December 31, 1924. It was a standard 24 mile route up Mosier Valley, to Rowena and return over highway 30 from the Josiah Marsh Gravel Pit, and back to Mosier over highway 30. William Sendlinger carried the route from January 1, 1925 until 1936 when R.1, Mosier was consolidated by the post office department, as an economy measure; with R.4, The Dalles. The Mosier territory was then served out of BOTH The Dalles and the Mosier post offices (see R.4, The Dalles) with Blake Gallagher the carrier until his retirement Oct. 31, 1951. Harold Ryan then transferred from R.2, The Dalles to R.4, effective Jan. 1, 1952, becoming the new Mosier carrier. In 1936 Wm. Sendlinger was transferred by the Department to the newly consolidated Dufur routes where he served until his death Jan. 2, 1945. The Mosier route follows out the west side of Mosier creek to the forks; up the switchback and back to Mosier on the east side of the creek. It then follows east over the old State Road to Ortley and The Dalles. The route follows highway 30 from The Dalles through Rowena to Mosier.

Incorporated City

Mosier became a platted town in 1891 but the plat was not filed in county records until December 29, 1909 by Jefferson N. and Mary Mosier. It became an incorporated city in 1914. Its first church was built in 1904. In 1905 it had 2 stores, a box factory, a blacksmith shop, an Inn, school and Beacon Lodge No. 182 ICCF was established. In 1907 a hotel was opened by John Willburg. The Mosier Bulletin was established March 10, 1909 by H.G. Kibby. He sold to Rodger Mos of Hood River. It suspended publication when Mos went to war in 1917. The big Mosier fire of Nov. 28, 1919 wiped out the business district of Mosier and it was never reestablished in its old location.

Mosier in 1910

The Polk Directory of 1910 said Mosier had a population of 500, a good city school and 6 country schools; a Baptist, Episcopal, Methodist, Adventist and Christian churches; the Mosier Valley Bank, a newspaper, a hotel, 2 sawmills, 2 planing mills, a box factory, several stores, a barber shop, a blacksmith shop, a butcher shop, a bakery, boarding house and livery stable. The following persons or families got mail at Mosier:

Wm. Akers, Floyd Allington U.P. Agent, Percival Arthur & E.H. Burt Drug Store, A.P. Batman, Chas. Bennett, Bertha Booth, Henry Bothfur, C.C. Brooks, John Brown, John Burggaf & Wm. Vogt real estate, Ed Burt, John Burtchett, C.J. Carlson, G.L. Carrol, John Carrol, Rev.R.H. Chaffee, Geo. Chamberlain, R.D. Chatfield, W.E. Chown, Rev.H. Campbell Clark, Elvira Cobb, James Cole, barber, Dave Copple, cafe, M.H. Croft, E.W. Davidhizer, W.A. Davis, Clarence Dunsmore, David Duvall, Grace Duvall, Ralph Duvall, Roy Duvall, J.M. Elliott, Fred Evans, George Evans, Ira Evans, John Evans, Lee Evans, Sam Fisher, Emil Fraederick, S.E. Francisco pool hall, Frank Ginger, Amy Gove, Gordie Graham, G.W. Grose, A. Grosser, Geo. Haacke, mgr. Mosier Lumber, Chris Hage, Otto Hage, D.H. Hail, broker, D.P. Harvey, meats, J.H. Heilbrunner, A.J. Henke & James Cole barbers, Jim Higley, Leo Higley, Paul Higley, Hotel Pines, John Wellberg, prop., Ed Howe, D.W. Hudson, Mattie Hudson, Nora Hunter, Wallace Husbands, blacksmith, W.E. Huskey, deputy sheriff, Henry Huxley, Ruth Ireland, G.W. Johnson, Nicholas Johnson, dentist, Horace Kibbe, Mosier Bulletin, Tom Lelliott.

Mark Mayor, C.A. McCargar, Tom McClure, Chas McCrum, John McGregor, Anna McLain, telegraph operator, Wm. Marsh, carpenter, E.J. Middleswart, Modern Woodmen, G.P. Morden, Mosier Bulletin, Mosier Commercial Club, Mosier Fruit Growers Assn. Amos Root, Pres., Mosier Valley Bank, capital \$10,000, J.N. Mosier, Pres., Alex Stewart, Vice-Pres., Robert Ross, cashier, Mosier Lumber Co. Geo. Haacke, Mgr., Mosier Valley Telephone Co. C.T. Bennett, Pres., C.G. Nichol & Co. merchandise, Oregon Railroad & Navigation Co., F.A. Allington, agent, George Parish, railroad section foreman, J.H. Reeves, David Robinson, physician, Amos Root, Clyde Root, Leslie Root, Robert Ross, Royal Neighbors, Mrs. Edna Adams Sec., Sadie Schlegel, waiter, hotel Pines, Violet Schlegel, cook, hotel Pines, Earnest Schobee, dentist, Geo. Sellinger, Wm. Stevenson, mason, Alex Stewart, merchandise, Rachel Stewart, postmaster, Boyd Sturgess, James Sturgess, C.R. Templeton, Wm. Vogt, H.E. Waite, L. A. Ware, John Wellberg, prop. Hotel Pines, Mrs. Myra Wellberg, George Wood, painter, George Wright, carpenter, Wm. Wright, Vincent Young.

Mosier was on the Jason Lee Cattle Trail of 1838 via Lost Lake, Bull Run and Milwaukee. In 1863 Joel Palmer made the first passable road for wagons through Mosier to Hood River, with aid of emigrants. In 1867 it was improved by Wasco County Court after it was acquired by the State of Oregon as a public road free of tolls. Highway 30 was extended through Mosier in 1921 from Portland to The Dalles. In 1952 highway 30, through Mosier is being converted into a fast Express Highway for Commercial Trucks & Busses. Mosier has good electric power service but at high rates.

ORTLEY

The little town of Ortley, that was so prominent in our history 40 years ago, was located about 9 miles west of The Dalles on top of 7 Mile Mountain, on the old state road to Mosier. The plat of the townsite was filed in the records of Wasco county Oct. 9, 1911 by the Hood River Orchard & Land Co., Wm. A. Firebaugh of Portland, President and J. H. Devlin of Portland, Secretary and witnessed by Elmer Root, (son of Amos Root of Mosier) one of the original owners of the Ortley townsite. Other original owners were Abe Doughty, Mr. Boyon, William Marsh, son of Josiah of Mosier and Silas Wm. Davis, owner and operator of The Dalles to Wapinitia stage line, who sold to the Firman Bros; Geo. Renoe.

Devlin & Firebaugh were Hood River and Portland insurance, real estate and loan brokers. Besides John H. Devlin and Wm. A. Firebaugh other associates were James L. Firebaugh, in charge of the Hood River office, Roy L. Firebaugh, salesman between Portland, Hood River and Ortley and Lee D. Firebaugh who was the manager and promoter for the Hood River Orchard and Land Co. at Ortley, postmaster and store operator. The post office of Ortley, named for the Ortley apple, was opened Feb. 9, 1912. Mrs. Bert (Gertrude) Loomis, sister of the Firebaugh brothers, was the second postmaster from April 1, 1916 to March 31, 1919. Mr. Firebaugh operated the post office in the Ortley company store while Mrs. Loomis maintained it in the Ortley Hotel which she and her husband operated. George Rumrill was postmaster from July 9, 1914 to March 31, 1916. When Mrs. Loomis moved away in 1919 H.L. Hallyburton became postmaster April 1, 1919 and served until the office was closed Nov. 30, 1922.

Mail Transportation

When Ortley was first established, according to H.L. Hallyburton, Lee D. Firebaugh went to Mosier for the mail and store supplies (1912); then he asked the post office department to transport the mail and they called for contract bids. Mr. Firebaugh bid in the contract for \$500 a year, in behalf the Hood River Orchard & Land Co. who handled the mail the first few years and they hired Earnest Lennox and 4 or 5 of their other employees, at different periods of time, to handle the mail route. There being nothing in the mail contract they gave it up and Elmer Slouthour made a bid of \$1000 a year. The department rejected this \$1000 a year bid and called for new bids. Elmer Slouthour next bid \$1500 and there being no other bidders he was given the contract. Earnest Lennox next bid the route in and carried it until July 31, 1924 at which time the Rural Mail Route No. 1 (R.F.D. 1, Mosier) was established.

A Cooperative Community

The most unusual and unique thing about Ortley was the European and Asiatic plan of everybody living in the city and going out to their 5 and 10 acre tracts of Ortley apple orchards to farm. According to Mr. Hallyburton this was due to the fact that the only source of water for dwellings and farm buildings was within the city/250 population. Lee D. Firebaugh laid out the town in 1911 in one acre lots, which they sold with water rights for \$800 an acre lot. The company had acquired from Mr. Root, Mr. Marsh and other original holders some 700 acres of land. Outside the platted town of Ortley they laid out that acreage in 5 and 10 acre tracts. They planted Ortley apple orchards on those tracts and sold them to buyers for \$1700 and up, tax free at the end of 5 years, and guaranteed every tree to be growing. Their experience proved that there was too much moisture in the winter, too dry in the summer and too windy for successful apple orchards, but it took 10 years to learn that!

In the meantime the Hood River Orchard & Land Co. sunk \$200,000 in the project! It owned everything. It built the community store and post office, over top of which was a good dance hall where many fine Saturday night dances were held for Dalles people as well as those from the Mosier area, and which was used for general meeting purposes and church services. It stocked the community store and Lee D. Firebaugh was the manager and part-time clerk. From time to time they had nearly 200 Italians, Greeks and other laborers clearing land and planting orchards. They advertised in Portland papers for year-around help, laborers, carpenters, cement masons etc. Mr. Hallyburton, who was a carpenter, came to Ortley in 1911 and helped build the town. It had a garage for the new Franklin and Cadillac with which the Firebaugh's used to meet old train 17 or 18 and whisk prospective buyers up 7-Mile Mountain to the Ortley Hotel where they were wine and dined and sold an apple orchard! The hotel was owned and operated by the company. It had a kitchen, nice dining room and lobby, a 2-bed apartment down stairs, with bath, and 5 or 6 nice rooms upstairs, some with bath. The blacksmith shop, built by the company, was operated by Asa B. Strong. A nice little school set down the street. There was a company house for laborers.

Home Owners

The best known home and track owner was retired Col. Cornelius Gardner, who owned a homesite in Ortley and a 15 acre orchard tract on which he spent \$15,000 and which his estate later sold for \$1500! W.W. Fields came out from Ohio, bought 20 acres, built a \$8000 home and went broke within 7 years! Mr. Gardner, Mr. Holley, Mrs. Lozier, Loretta Montgomery, John Sprague, Wm. Foust, Chas. Winchester, Jim Maxfield, Mr. Tompkins, L.E. Adell, Bert Loomis, George Rumrill, Harry Spaulding, Mr. Sprague, Mr. Curtain, Elmer Slouthour, Arthur Koontz, Earnest Lennox, Bert Jackson, Mr. Smith, Mr. Cavanaugh, Mr. Todman and H.U. Schonover were some of the home and orchard owners whose names were recalled, after 40 years, by Mr. Hallyburton. All of these families lost their savings at Ortley! and moved away. The home and farm buildings they invested in would have done credit to any community. Lumber for them cost \$9 per 1000 bd. feet and carpenters could be hired in 1912 for \$2 a day! Lee D. Firebaugh, who now lives at Cannon Beach told Mr. Hallyburton he personally lost \$30,000 invested at Ortley! They commenced going broke as early as 1917 when some of the above people, in lawsuits against the company, claimed that the orchards they bought would not bear apples in paying quantities, like they were led to believe they would. One or two of those suits for recovery of investment were carried to the state Supreme Court and that costs money to say nothing of the adverse publicity the company and town received which prevented sales of orchard tracts to other likely prospects. Most of the home and orchard owners accepted their losses, sold for what they could get, leased or abandoned their investments! and moved away!

Bankruptcy

One by one as the investors went bankrupt, some assigned their property to H.L. Hallyburton who removed the trees, (a hard job in those days before tractors like we have now) for one year's rent. He planted potatoes and wheat. The potatoes did not do so good but it was good wheat ground and he continued to make money from wheat, during the World War 1 period and prosperous 1920's, and with his profits he bought some of the land and buildings from owners, other land he acquired through delinquent taxes, some he rented or leased. In 1919 the Hood River Orchard & Land Co. filed a petition in bankruptcy and he acquired some holdings from them just before the petition was filed.

The deep snow of the winter of 1919-20 caved in the roof of the store and community hall, in which Mr. Hallyburton had potatoes stored, and he had to set up nights to keep a fire going to keep them from freezing. He moved the post office to his home and wanted to close it, but the postal officials wanted him to keep it open as their Star Route contract ran to 1924, but he closed it anyway in 1922. From time to time Mr. Hallyburton sold the homes and buildings of Ortley to people for lumber.

Electricity

As early as 1912 the Pacific Power and Light Co. ran a power line up to Ortley at a cost of \$10,000! They too, "had confidence" in the growing town. Finally all the customers but Mr. Hallyburton, moved away and Mr. Kilmore, the local P.P. & L manager used to motor up to Ortley and say, "\$10,000 invested for one customer who pays the company the minimum of \$1.10 a month for house lighting! If that old man would just forget to pay his bill for ONE MONTH we could cut him off and illiminate the maintenance of this line!" But Mr. Hallyburton was the very best customer the P.P. & L had. He always paid his bill before the 10th of the month so he could save the 10% allowed by the Oregon Public Utility Commission for prompt payment of bills! Mr. Kilmore would just prance and pace back and forth but there was nothing he could do about illiminating power service to Ortley until Mr. Hallyburton moved away in 1946.

The first telephone service to Ortley was through Mosier, but since there was a toll charge every time he wanted to call The Dalles he finally illminated the Mosier connection in favor of The Dalles. Mr. Hallyburton sold to George H. Johnson in 1939 who now owns or controls 2000 acres of land in that area including all of the former sight and holdings of Ortley.

Hallyburton Biography

H.L. Hallyburton was born (1867) at Morgantown, N.C., son of W.F. and Tampa Hallyburton. His oldest son was selling real estate in Portland in 1910 when he came to Oregon. He moved to Ortley in 1911 as a carpenter, helping to construct all the buildings in the little town. He and his wife celebrated their 50th wedding anniversary and with his sons Ralph and Ben continued to live at Ortley after all the others had left, eventually acquiring nearly all their holdings and prospering by a change in the farming methods and crops. His wife was Cornelia Lodermilk of N.C.

Harry Jones

Harry Jones moved to Ortley in 1865 and was a brother to Mrs. Miler. Jones sold his place to the Milers and Miler sold to Elmer Root. Harry Jones was the first resident of Ortley.

Silas Wm. Davis

Silas Wm. Davis, carpenter, boatbuilder, Dalles to Celilo railroader, teamster, Dalles to Wapinitia Concord Stage Coach owner and operator (1885-1897); born (1832) at Mexico, Mo., son Wm. Hornbuckle and Eliza (Baker) Davis; married Emeline Renoe of Fulton, Mo., came to Oregon in 1865 via Sharar's Bridge and Tygh to The Dalles on account his wife having mountain fever. He worked for 20 years for the Oregon Steam Navigation Co.; and pre-empted a homestead at Ortley in 1871 which Ferman Bros. acquired upon his death in 1897. George Renoe pre-empted an adjoining 180 acres which he later sold to Davis making the Ferman Bros. holdings 320 acres in 1897. The Davis and Renoe families raised horses and hay on their places. The Dalles to Wapinitia stage line required about 150 head of horses and the necessary feed to keep them going on a year-around basis.

The Davis and Enfield Farris families left Plattsburgh, Iowa in Capt. White's Emigrant ox-team train in June of 1865 for their 6 months trip to The Dalles. Mountain fever (typhoid) from bad water was their worst enemy altho one or two men were killed by Indians. They arrived in October at Tygh. Most of the emigrants went on to the Willamette Valley via the Barlow road. Being sick with Mountain fever for the last 3 months of the trip Mr. Davis left her with the Dan Butler family at Tygh while he came on into The Dalles to look for work and establish a home. The family lived 4 years in The Dalles while Mr. Davis worked for the O.S.N.Co. In 1869 the family moved to Celilo where Mr. Davis built boats for the O.S.N.Co. upper river trade and Mrs. Davis cooked for 14 carpenters. In 1871 they moved back to The Dalles to a small home at 208 E 4th. Mr. Davis worked on The Dalles to Celilo train, the first one of a morning left at 5 A.M. with freight and passengers for Celilo to connect with the 7 A.M. boat. The afternoon trains carried most of the freight. In 1872 they filed on their Ortley ranch home and lived there intermittantly until 1879 when Mr. Davis became a partner of Hiram T. Corum in a store and hotel at Wapinitia (1882). F.X. Paquet had a small trading business in Paquet Gulch. Jerry Young operated a small store and post office at Oak Grove (1878) which was transferred to Wapinitia in 1882. In 1885 Mr. Davis acquired ownership of The Dalles to Wapinitia stage line which he operated, with the help of his sons William and Edward until his death in 1897. Their children were: Cora (Mrs. H.T. Corum) Wapinitia; Lizzie (Mrs. Allen Fligg) Endersby; Edward and William of The Dalles; Anetta (Mrs. Orvin McNeal) The Dalles, mother of the writer of this history; Tina (Mrs. Edward Mahany) of Hood River; Ethel (Mrs. Willis Thornbury) of Hood River; foster child Betty Butler, daughter of Daniel Butler of Tygh (Mrs. George Peters) of The Dalles; Ross Laughlin, son of Robert A. Laughlin of Wapinitia; and Maud King of Salem.

George Renoe of Ortley, brother of Emeline Davis, came to The Dalles by rail and stage (1869); was a surveyor with Gov. Zenith Moody and purser on his boat Teaser; married Esther Miler, daughter of James Miler of Mosier and had: Pauline (Mrs. Glenn Boyer) Seattle; Ora (Mrs. George Snipes) Portland; Iva (Mrs. Art Petty) Seattle; Charlie (who married Irma Phillips of Mosier) of Hardman; Virgil, Veterans Hospital, Portland. Mr. Renoe died at Mosier in 1923 and his wife Esther died there in 1897. They also had a place in Hog Can.

MATNEY

The little known Matney post office, located on Upper Mill Creek, at the foot of the James M. Hartman Grade about 15 miles southwest of The Dalles, was established June 12, 1895 with Issac Matney, postmaster and closed April 23, 1896.

The Issac Matney family came from Missouri to The Dalles in 1885, according to Mrs. James Gosson, and in 1886 when Sam Johns established his lumber mill on upper Mill creek, Issac Matney contracted to haul supplies from The Dalles to the mill. At that time the only fit road upon Dutch Flat ran up Dry Hollow and came out about half way up the Skyline road and followed the ridge on up to the lower end of Dutch Flat, then called Melby Flat, according to Glenn Hammond, which extended back to the school house. Dutch Flat proper begins at the Dutch Flat school, according to Lulu Crandall early Dalles historian. About 5 miles above the Dutch Flat school, the James M. Hartman Grade was built down on to Upper Mill creek. At the foot of the Hartman Grade Issac Matney had a small store and post office. There were some 30 or 40 families on upper Mill creek at that time who came to the Matney post office for their mail, which was brought out by Issac Matney along with supplies for the Sam Johns Mill, from The Dalles. There was also a school house, one of the largest in attendance in Wasco county at Matney. The Sam Johns Mill was some 5 or 8 miles above the Matney post office and school.

The children of Issac Matney were: Frank, who lives in California; Charlie who lived in Portland; Roy who died young; Jenny (Mrs. Al Turner) of Upper Mill Creek and whose daughter Grace is Mrs. Obrey Gossen; Ivy (Mrs. Jack Davis) who lived with Frank in California. Some of the other original settlers at Matney were: James Hartman, Jake Babcock, P.G. Whetmore, C.W. Whetmore, Al Turner, Kent Turner, Jack Davis, Sam Johns, Lloyd Mitchell, Walter Scott, Mr. Clark, Mr. Fancher and sons Wm. and Douglas, Vess Fox; and later Bert and Charlie Wyatt, Peter Fagan and sons Guy and Hugh 1893, Mr. Wise, Arthur Day 1908, Glenn Hammond 1910, A. J. Preston 1909, Lester Marquiss.

Sam Johns Mill

The History of Central Oregon said: Sam Johns was born in Wales (1863) son of Thomas and Bessie (Pritchard) Johns from the vicinity of Cardiff. The family came to the U.S. in 1868 settling first in Kansas where Thomas Johns was for 30 years master mechanic for the Kansas and Southern railroad. In 1880 the family came to The Dalles where Thomas Johns worked for the railroad here. In 1886 they (Thomas and Sam Johns) started their sawmill 16 miles up Mill creek. They erected a flume from the mill to the vicinity of the Col. Wright school where they had a planing mill, and floated the lumber to The Dalles from the Matney post office and Johns Mill. They operated the mill to about 1904 when the government acquired and took over all timber in the reserve, closing them out. For a time the lumber flume was used by Dalles City to bring water down for city use until the first city pipe line was extended to the Wicks reservoir. Sam Johns worked as a machinist for the O.R. & N railroad. After the closing of the mill Sam Johns bought a stock ranch on lower Mill creek of 1200 acres besides their home at 18 near Mt. Hood. He had 150 head of shorthorn cattle on his place in 1905 and had Vespasian and Suffolk Punch draught stallions weighing 2000 pounds, producers of fine work horses needed in those days. Thomas Johns, the father, died in The Dalles in 1902. Sam Johns married Alice Walker and their children were Dora and Alice (Mrs. Ingram) mother of Sam Mirehead of Mill Creek. Sam Johns brothers were Walter and David. Sam Johns was Dalles City councilman for 6 years around the turn of the century.

The Historical edition of the Chronicle of July 1950 quoted Alice Johns (Mrs. Ingram) with the following story on the Sam Johns Mill:

The Thomas and Sam Johns Mill was officially known as The Dalles Lumber Co. but it was called by everybody "the Johns Mill." In 1903 or 4 the mill was forced to suspend operations because the government bought the Mt. Hood forest land and outlawed cutting of any timber within forest boundaries; but the mill was a money-maker while it operated. Johns encouraged the building of Suicide Grade, between upper and lower Mill creek about 1904, as a closer connection with The Dalles. Construction workers were James Hartman, who built the Hartman Grade in the early 1880's, Gid Whetmore, Issac Matney, Vess Fox, Al Turner. This was the last road James Hartman built for he died working on that grade, according to Glenn Hammond. There were others whose names have slipped memory.

Steam power was used to run the mill and the concrete boiler blocks are still visible. Logging was did by oxen, according to Chas. Renoe. Water for the flume was taken out of Mill creek. The flume itself was a "masterpiece of bridge engineering and tressel work" 16 miles in length, unequaled anywhere else in the west! It was maintained summer and winter, kept leakproof and smooth enough for passage of lumber. It had a "cat-walk" on both sides for patrolmen. In some places it spanned ravines 50 feet above ground and slippery, wet or icy catwalks that far off the ground is a long way for the patrolman to fall, and fall they sometimes did. Down past Mill Creek Falls, the way the flume was anchored to the hill-side, amazes the onlooker. The flow of water down past Mill Creek Falls, in the flume, made the "shooting lumber" very dangerous and that was the part of the flume, according to Charlie Renoe, which took the greatest beating, required the most repairs, was the hardest to patrol and caused the largest number of accidents; and it was 1½ miles in length and had headgates to control the water for the 1000 foot drop!

When Dalles City acquired the flume, after the lumber mill closed, for city water purposes, Jim White was foreman and some of the employees on the flume under him, according to Chas. Renoe of Ortley, were Bill Riff, Archie Gosson, Nate Hubb, Wm. Hubb, Lefe Davis and Chas. Renoe. Rock Allen, an old Canadian had a cabin on upper Mill creek and he gave the crew a great deal of trouble by always taking a pinch bar and spreading the boards in the V-bottom of the flume so it would leak enough water to irrigate his alfalfa! He would set on his cabin porch with a 45-70 buffalo rifle over his knee and watch the boys repair the leaks. No one wanted to argue with that 45-70; it was safer and easier to keep the leaks repaired, or at least try to. The crew thought the mounties had probably run him out of Canada for using that 45-70 too much where no buffalo were around.

As stated before the planing mill was located near the Guard House of Old Fort Dalles (Col. Wright school grounds) and they operated a sash and door factory down town and shipped lumber.

The logging crews were Chinese, according to Mrs. Ingram and Doc Sing was the "boss Chinaman" who did the hiring and Sam Johns paid Doc Sing for their labor and he paid the loggers. They were good workers. On 4th of July Doc Sing would dress in his Chinese silks and bring firecrackers up to the Johns children who were the envy of all the other children.

The boys of The Dalles had their fun "riding lumber" on hot days, in the flume. The boys also use to steal watermelons up Mill creek, put them in the flume and float them down to the planing mill where they were eagerly consumed, according to Roy Johnson, whose father was Lewis Johnson a Civil War veteran who lived in one of the Old Fort Dalles buildings near the end of the flume. Roy is PUD director.

Dutch Flat by Lulu D. Crandall

Dutch Flat begins at the Dutch Flat school where there is a clearing. An old German settler by the name of Henry Nordick built a cabin there in 1871 and his cabin-home has passed into history as "Dutch Flat." It was the only landmark of habitation, after leaving Robert Cooper's place in Dry Hollow, until Brook's Meadows were reached where David Newell went to hunt and trap in 1865! Robert Cooper and George Rush knew Nordick and claimed he went to Yakima where he died. David Newell was a native of Wisconsin, from a good family and well educated, would rather do a favor than be favored! He came to California during the gold rush of 1849 and followed the miners to Oregon. On arriving at The Dalles he noted the old Fort was being rebuilt and that wages were good, so he stopped to work as a brickmaker and made brick used in the construction of Old Fort Dalles in 1858! Besides hunting and trapping Mr. Newell made charcoal for the blacksmiths in town. He cut wild hay, which grew in great quantities at Brook's Meadows. He died at Robert Cooper's home in 1875. The ruins of his barns at Brook's Meadows were visible in 1905, but the forest ranger has replaced the Newell cabin with a neat new cabin and telephone.

At Brook's Meadows there is a water ditch, 4 or 5 miles long, which turns Dog river into Mill creek for Dalles City water supply. It was dug in 1868. My first trip to the Meadows, in 1870, was made with the Pentlands who owned the ditch then. In 1872 R.W. Crandall moved his sawmill from the headwaters of 15 Mile creek, to the spring which still marks the Crandall mill (Polywogg) about 18 miles from town. There is nothing there now but the spring in the clearing. Many of the early settlers of Dutch Flat hauled their water from this spring. It was the only water between The Dalles and the Meadows! The Crandall mill operated about 4 years. Then Gates & Frizzell owned it for 2 years. They sold it to Daniel W. Butler (of Tygh) who moved it to Dufur where he operated it for a short time with his brothers Polk and Isiah Butler of Kingsley.

A sign at the headwaters of 5 Mile creek said "Bascom Springs." Bascom was a pioneer painter of The Dalles, who liked to hunt, fish and trap. He was later struck by a railroad engine and spent his remaining days in a wheel chair about town.

Johns Mill

The Johns Mill was first built about 2 miles north of the Crandall mill and the water of the Crandall spring was brought down for their use. The Johns Mill was afterwards moved down onto Upper Mill creek. The site is now (1905) only a clearing in the woods and a pile of sawdust to mark the pioneer millsite. The yellow pine cut at the Dutch Flat mills was of the finest variety and quality. It was sold to the iron works of Portland to be used in pattern making. It was very fine, soft and suitable for that purpose.

The Crandall mill formerly belonged to Orlando Humason and Henry Jackson of Dufur and The Dalles. It was first located in the Wolf Run district of Ramsay creek.

Robert Newell originated the idea of digging a ditch to connect Dog river and Mill creek in 1868, so as to give the Johns Mill more water and the Robert Pentland and Dalles Woolen Mills more water for their water-wheel power. Robert Pentland bought the woolen mill property and made it over into a flour mill. The Sam Johns Mill flume was later used by Dalles City for city water purposes before the installation of the first wooden pipe line.

Dutch Flat

Dutch Flat had a school and cemetery but no town or post office. The first road up on Dutch Flat was up through Dry Hollow, following the early Indian trails. Jacob Obrist and Albert Walters were early 1883 settlers.

Jacob Obrist

Jacob Obrist was born in Penn. (1833) son of John and Anne Obrist of Switzerland and Penn. He came to Oregon (1883) settling on Dutch Flat. The Nelsons and Chittendens were the only other 2 families there. Jacob Obrist married Ellen Kirkham in Mo. and their children were Wm.; Frances A who married Sarah Morgan and had Ellsworth and Leona (Mrs. Earl Lash); Harry, married Florence Spence and had Jacob and Dale; Charlie who married Mary Brown and had Wilman and Edwin; John who married Emma Craig and had son Vernon, County Commissioner of Wasco county; Mary, single; Jacob, single.

Albert Walters

Albert Walters was born in Germany (1845) son of Andrew. After travelling all over the world in the German merchant marine, he came to the U.S. in 1869 and settled on Dutch Flat in 1883. His children were Orre; Wm.; Robert; George; Fred and Harold an orchardist of The Dalles and Hood River.

Obrist & Spicenger Grades

Jacob Obrist established his Obrist Grade on the south side of Dutch Flat in 1883. This became the first mail route road in 1904 from The Dalles. The Spicenger Canyon grade upon Milby (Dutch) Flat was built in 1904 for loop purposes so a mail route could go up Mill creek, thence up Spicenger Canyon, (now (1952) called Orchard Road) to Dutch Flat, so as to serve the west side of the flat; thence down the James Hartman Grade to the old Matney post office location, down Upper Mill creek and Suicide Grade to Lower Mill creek and return to the post office. Route 2, The Dalles commenced using that grade in 1908. It was closed when the new Skyline road was built. The mail route now goes up the Skyline Road, southeast across the flat and down the Obrist Grade to Three Mile. Upper Mill creek only has 2 families.

SUICIDE GRADE

The story of Suicide Grade is somewhat the early story of Route 2, The Dalles which was established, (see page 32) in 1908 as a standard horse and buggy route of 24 miles, following out Mill creek road to the Spicanger Canyon (Oarchard road), up to Dutch Flat, down the Hartman grade to upper Mill creek and down Suicide Grade to lower Mill creek and back to town. In 1931 the post office department quit sending 2 routes up on to Dutch Flat, so they re-routed R.2 to go out 3-Mile, up the Obrist Grade, across Dutch Flat to the James Hartman Grade, down to upper Mill creek, down suicide Grade to lower Mill creek and back to town. By that time automobiles had replaced the horse and buggy, as a means of transportation.

Bad Roads

The problem of unsurfaced mud roads, which confronted those pioneer automobiles, on the back roads of America which lead to our farms, was all but unbelievable. The sea of mud in rainy weather and during the bad thaws of February would mire a saddle horse on some of those old primitive Dutch Flat and other Wasco county roads. At that time Wasco County had the worst county roads of any county in the state of Oregon! It was due to the fact that Wasco county had 1500 miles of roads and small income for surfacing those roads. Also Wasco county roads, especially in the northern part of the county around The Dalles are really all MOUNTAIN ROADS, as there is virtually no level ground! A level mud road is bad enough and a mountain mud road is worse.

All mail carriers of the nation faced the same problems then. In Oregon then 1/3rd of all our roads were mud roads while in the nation at large 2/3rds were mud roads. Among the 45,000 R.F.D. carriers, C.C. McDevitt, editor of the National Rural Letter Carrier publication wanted to know where the worst roads and routes were at, and invited stories on their conditions from all over the United States. The writer of this history made the report on Route 2, The Dalles, at that time carried by Frank Gibson, and judged by the editor and his committee as the WORST MAIL ROUTE IN THE U.S.

The Worst Mail Route in the U.S.

Route 2, The Dalles was judged the Worst Mail Route in the U.S. because of the deplorable condition of year-around roads as they existed in 1931. At that time improved gravelled roads stopped at the Harold Sexton place on Dry Hollow, From there on up 3 Mile it was dirt in good weather and mud in bad weather to the Silas Evans place. There the road at that time followed the rock-strewn bed of 3 Mile creek to the foot of the Obrist grade. It was impossible to blade the round rocks and boulders of that creek bed or improve it to any great extent. The spring high waters washed it to pieces. It was notorious for breaking car springs. The creek had to be forded 4 or 5 times and the old carbrators used to suck water stalling the cars in mid-stream.

The Obrist Grade was built in 1883 by Jacob Obrist to get wagons, sleds and hacks over. It was never intended for cars. It was a 24% grade and nearly as badly rock-strewn as the creek bottom. It rose 1000 feet in 1 1/2 miles! It was narrow with only 2 turnouts! It was narrow, steep and rutty and badly washed every spring. Melting snow through the day made a glare of ice at night. Sometimes it snowed 8 or 10 inches on that glare ice! Only heavy truck chains would bite into it for traction! An additional 500 pounds of rocks, in the back of the car gave better ballast to hold it to the roads! More than 12 inches of snow illiminated car service, generally an auxiliary carrier with saddle horse was hired by the regular carrier, to complete service until better weather.

Dutch Flat itself was not "flat" as the word implies. Very little of the road was level and it too was unimproved mud roads, full of snow-drifts in the winter and a first class quagmire in February during thaws. The roads were lower than the surrounding fields and acted as canals to drain the water becoming full of bubbling springs and soft and spongy! In other places mud would ball up on the car wheels until they wouldn't turn under the fenders! Gibson carried a block and cable gear to pull himself out of bog holes! Sometimes he was mired down 6 or 7 times in one day!

The James Hartman Grade

The James M. Hartman Grade was a drop of 800 feet in 1 1/2 miles. About half way down it had a soapy slide around 150 feet in length, a greasy soil formation as slick as ice in wet weather! That grade was considered too narrow to be bladed by county equipment! Its 12 inch deep rutes keep the car on the grade! The 4 to 8 foot snows on that grade illiminated winter service. Fallen trees blocked the road in the spring. Upper Mill Creek was about the same type of roads as Dutch Flat.

The Suicide Grade

The Suicide Grade was built in 1904 by James M. Hartman, Vess Fox, the Whetmores and others of Upper Mill creek to get down to lower Mill creek and to The Dalles. The grade made a drop of about 1000 feet in one and two-tenths (1.2) of a mile! It was always considered a good "test on the nerves" to come down or go up it in good weather. But in winter weather when it became a glare of ice or ice packed snow, it was really a terror! Winter in that region commenced in October and ended in March! Every day that the mail carrier, or any farmer in that area, travelled down that grade in a car, at that season of the year, he was simply taking his life in his own hands! Every day, it was just simply flirting with suicide to come down that grade in an automobile! When it became icy it was one of the finest tobaggan slides you ever rode over, except the low side wasn't banked enough for safe fast travel, and there was two elbows in the road to negotiate! They had to be "made". The heavy truck chains and good engine compression prevented disaster!

When these facts were called to the attention of the post office department they ordered a re-routing of the route so that the carrier came up the Skyline road and down the Obrist grade thus completely illiminating both the Hartman and Suicide grades. More recently Vernon Obrist, grandson of Jacob and Wasco County Commissioner, has seen to it that Dutch Flat road recieved some much needed gravel; that the Obrist grade be rebuilt on a water grade up 3-Mile canyon; and the old 3-Mile creek bed replaced by a graded road on the bank, which took nearly 70 years to accomplish!

LCWER MILL CREEK

The Donation Land Claims of Charlie Denton(Nielsen place), Theodore Mesplie(between the 2nd & 3rd bridges) Lafayette Caldwell and John Halligan had to be filed on before 1855, as the law expired on December 31 of that year. This indicates that Mill creek was an attractive farm and home area nearly 100 years ago, same as it is today. Mill Creek Falls, drop 118 feet is an outstanding attraction.

In checking the water rights of ranches in that area, on file in Roger Wilhelm's water office, they show the Theodore Mesplie right dating back to 1854; the Charlie Denton place the same; the Curtiss place 1854; the Emma Brace place in 1855; the Marie Chatterton place 1855; the L.A. Sandoz place in 1855; the Earnest Bonomi place in 1861; Dalles City in 1862; Henry Meyer in 1863 and the old Andy Urquhart place at the first bridge in 1860. We know too that M.M. Cushing moved out to Mill creek about 1860 when he quit the store business in town and before he moved to lower 15 Mile.

Directory of 1883-1898

The Dalles directory of 1883 show Charlie Denton, Theodore Mesplie, Theodore Miquet, C.E. Sandoz, and N.W. Smith as Mill creek farmers. It mentioned H.C. Nielsen as a tailor in The Dalles.

The Dalles directory of 1898 shows Charlie Denton, George Bunn, C.E. Sandoz, L.A. Sandoz, L.F. Sandoz, Victor Sandoz, Germain Sequi, Mike and Henry Spicenger, Andrew Urquhart, Edward Wicks, E.L. Curtiss, George Webb, Hans Nielsen, Theodore and John Mesplie, John Stegman, James Marquiss.

Andrew Urquhart

Had a 160 acre Mill creek ranch(1905)was born in Scotland(1848)son of James and came to the U.S. in 1852 settling in Lewis county, Washington(1855)where he went to school at Napavine. He moved to his Mill creek home in 1877. His brother Alexander was postmaster at Rufus. His father James was a Yakima Indian War veteran.--Hist.Central Ore.

Louis and Charlie Sandoz

Were sons of Fredrick and Julianne(Fry)Sandoz being born in Switzerland in 1850 and 1851 respectively. Louis came to New York in 1868 and went to Illinois where he farmed until 1874 when he went to California gardening for millionaires down there. Charlie came to the U.S. in 1870 and settled in Kansas and in 1874 went to Los Angeles to garden and in 1879 came to The Dalles with his brother Louis each buying about 80 acres of the old Lafayette Caldwell Donation Land Claim. Louis Sandoz married Kate Hunter of N.J. and had Eileen, Isabelle, Catherine, Arnold, Edward and Rollin.

Charlie Sandoz married Laura Heroux of Chicago and their children were Julius and Emily.

They own a very fine fruit and garden farm.--History Central Oregon.

George Bunn

George Bunn was born in Germany(1849)son George and Katherina(Boxheimer)Bunn was educated in Germany and learned the bakers trade. He was wounded in the Franco-Prussian war serving through 9 engagements. He came to the U.S. in 1879 and carried mail in Lewis county, Washington. In 1884 he filed on a homestead in Sherman county and bought a half section raising wheat and horses. In 1896 he came to The Dalles to give his children better educational advantages. He married Opolonia Brant in Germany and they had Charlie of The Dalles; George of Wishram, Wash.; John of White Salmon; Alma; Mary; Clara; Barbara. He had an 80 acre place on Mill creek. --History of Central Oregon.

James W. Marquiss

James W. Marquiss was born(1841)son of Jacob and Esther(Ellis)Marquiss. His father died in 1842 and his mother came across the plains by ox-team in 1847 marrying George Jeffery in the Willamette valley where James went to school. He served in the 1st Oregon Cavalry(1861-64)then farmed in Morrow county(1865-69)comming to The Dalles that last year where he operates an orchard in the Mill creek area. He married Clara Allison and they had Frank of Goldendale; Lester of The Dalles and Ada(Mrs. A.A. Urquhart)of The Dalles.--History of Central Oregon.

Mill creek takes its name from the Old Fort Dalles sawmill located at 9th and Mill creek in 1854. Another sawmill was located about the same time at the Andy Urquhart place at the first bridge. Then the Johns sawmill and flume were constructed in 1886 on upper Mill creek. In the 1930's there was a sawmill on the north fork of Mill creek. In 1868 the rock for the construction of the U.S. Mint on 3rd street was quarried at the Mill creek school house and hauled into The Dalles by wagons. The Sam Murehead Cannery is a very important industry, not for its size, but for the QUALITY of The Dalles Fruits and Vegetables that it cans! When we stop to think the finest fruits and vegetables in the world grow here at The Dalles, yet we eat products out of a can of inferior quality and goodness, from some other region, it should pay you to have the job done by Murehead and know you have the best.

The Mill creek school is one of the oldest in the county. The writer of this history attended that school in 1910. Mill creek transports over paved roads to The Dalles schools. The Mill creek grange-community hall dates back to World War 1 days. The most outstanding men in the history of the Mill creek settlement were Charlie Denton, Sam Johns, Issac Matney, James Hartman the road builder and W. R. Bailey, one of the 4-Horsemen of public power and now a director of the People's district.

1910 Taxpayers

The Polk directory of 1910 lists the following taxpayers of Mill Creek, there may have been others: George Bunn, Nels and Fred Erickson, George Krauss, John Pashek, Randall Barrett, Phillip Becker, Geo. Blakeley, O.D. and Emma Brace, E.L. Curtiss, Charlie Gibson, James Gosson, Glenn Hammond, Chas. Hazen, Sam Johns, J.W. Marquiss, Issac Matney, Theodore Mesplie, B.W. & Florence Morton, Wm. Byers, Hans C. Nielsen, A.J. Preston, C.E., L.A., L.F., and V.E. Sandoz, Walter Scott, Germania Sequi, Mike Speichender, John Stegman, Al Turner, Ben and Wm. Ulrich, Andy Urquhart, George Webb and Bert Wyatt.

Charlie Denton, the old Indian fighter of 1858 used to keep at nursery at the Nielsen place, and in those days Fort Dalles officials offered a bounty for Indian scalps. Charlie brought in a white scalp one day with the Indian scalps, and they wanted to know how he came by it? He claimed the man was with the Indians when he killed him and didn't want to lose out on the bounty, so brought the scalp in. That was good enough, he had no business neing with the Indians. They paid the bounty to him, he used to say!

The CHENOWITH DISTRICT

Part of the history of the Chenowith district we have set forth under Crates Point, under the early history of The Dalles and under the George Snipes Love Story.

First Settlers

The Donation Land Claim settlers, according to the records of the Wasco County Assessor Harry Green, were Edward Crate of Crates Point, Justin Chenowith on the east bank of the creek, near the mouth, and after whom the creek is named. He had visions of a town down that way in the 1850's because the military officials refused to permit settlement close to the old Fort Dalles, but when they relaxed their restrictions Chenowith's visions of a town fell by the wayside. John Irvine was another Donation Land claim settler on the south side of the railroad and highway, but along Chenowith creek. Dr. C. W. Shaug's Donation Land Claim joined the Wasco County Hospital grounds, on the west and ran over to the railroad. He sold to George Snipes who lived there from 1882 to 1922. To the east of the Snipes claim, including the County Hospital, Catholic Cemetery and over to Mission street of The Dalles was the Catholic Mission Donation Claim. Most of it was later sold to Charlie Michelbach and Frank Stadelman. Henry Klint moved on to Chenowith's claim in 1863. About this same time "Shoo Fly" Brown moved up to the intersection of Brown and Chenowith creeks; Michael Doyle settled up a little further on the Doyle Grade near the Doyle school on upper Chenowith. W. H. VanBibber settled about this same time on the flat above the Grange hall about 3 miles, on the old state road, operating a cattle ranch.

1910 Taxpayers

The 1910 taxpayers of the Chenowith area were Peter Fleck, Henry Estes, Henry Klint, Frank Stadelman, Michael Doyle, J. A. Fleck, W. W. Harris, J.C. Hostetler, Mike Remington, Jess Simonson and George Snipes. This list seems incomplete, although back 40 years ago there wasn't even a good road down through the sand dunes of the old State road to Mosier. The county grounds was a bog hole where cattle roamed. The only house, after leaving the Fleck corner on Chenowith and Cemetery roads, was the Snipes big brick house, west of the county grounds about a block. The big Hostetler home was down next to the creek, on what is now the Outdoor Theatre road. The Harris and Remington homes were on the upper side of the road beyond the Snipes brick house. Judge F.S. Gunning paved a part of the Chenowith road in 1915. It had been used since 1838 as a cattle trail until the building of the Barlow road in 1846, which cut down the volume of cattle traffic but never eliminated its use entirely. It became a usable road by 1854 and completed to Mosier by another 10 years and to Hood River before 1870. The Oregon National Guard held one of their summer encampments there, between the Snipes and Hostetler homes, in the gay '90's.

Commercial and Industrial

The southeast end of the district has always been the cemetery location for the community. In 1910 Woodruff the Hermit, lived in his cave above the Catholic cemetery. The Blakeney Brick yard and kilns were adjacent the upper end of the I.O.O.F. cemetery in 1910. The sand pits were always an excellent place for commercial sand for cement purposes. Wasco County Fair was held at the county grounds up until World War I and the Pendelton Roundup was started there and later moved to Pendelton when Dalles people lost interest in it. It has a very good school in the west end of the district which transports the older pupils to Dalles schools. Very excellent water can be had by drilling down about 400 feet, tapping an "underground river" with inexhaustible flow. The community boasts a good store and an out-of-door movie theatre. It has good mail service and The Dalles Auction Yards offers farmers of the Mid-Columbia area a place to market livestock at best prices. Over north of the railroad tracks is the Stadelman Fruit Growers Cooperative plant where about 1/3rd of Dalles cherries are marketed; the shipyards of the Inland Navigation Co.; Port of The Dalles Oil Docks and The Dalles Oil Town. Several Taverns line the highway and at least 3 restaurants, a laundry, 3 automobile agencies, 2 tractor houses, several service stations and three auto wrecking yards; the state police and highway headquarters, Dalles City sheds.

At least three good auto courts (the typical Inn of 1952) line the highways. The consolidated freight terminals and body and fender shop. The Dalles Riding Academy rents horses and the back roads make good "bridal paths". The County Fair and Hospital Grounds is used for carnivals and circus attractions and some athletic events and is in an excellent location bisected by a county road. The Bonneville Power Administration substation and a Pacific Power and Light Co. substation provide The Dalles with ample power.

Organizations

The Chenowith Grange and the Fort Dalles Riders have meeting halls down near the creek and hold some of the best business and social meetings of The Dalles areas, in their halls. The Veterans of Foreign Wars Clubhouse is on the old highway and Fair Ground road intersection and is open to all veterans and friends every day of the week. The old Japanese community hall was abandoned during World War 2 when sentiment would no longer permit their gatherings during the war period.

Chenowith Irrigation Co.

A community cannot develop without water. In 1946 a community cooperative was formed by D.G. Remple, George Herman, C.L. Johns, Jess Ott, Earl Rawlsan, Harris Stout, Tom Kirkham to sign up members and drill a well, lay water mains and sell water. The 4-Horsemen of this Chenowith Water project were Dr. D.G. Remple, Earl Rawlsan, Harris Stout and H.G. Miller, who supervised the well drilling, the pump purchase, laying of the mains and preliminary work of the district's formation. Bert Clayton drilled the well. About 100 members were signed up and first water sold in 1947. Now the cooperative has 250 members and the whole community reflects in growth the efforts of the above 4-Horsemen of water.

Outstanding People

The most outstanding people, in addition to the 4-Horsemen of water, in Chenowith creek history are Edward Crate; Justin Chenowith; George Snipes; Charlie Harth, one of the 4-Horsemen of Public Power; Jess Hostetler, banker; Frank Wink, auctioneer; Erma Wells, newspaper writer and Jess Ott, retired PUD director. There are others unknown to this writer.

SUNSET HILL

Sunset Hill, better known in recent years as Scenic Drive, is the home of Radio K.O.D.L., the location of Serosis City park, the Eastern Oregon Tuberculosis Hospital and many fine homes. For more than 100 years Sunset Hill was a cow pasture where only the venturesome Sunday afternoon hiker would have the courage to climb the mountain paths for appreciation of the view. Then in the Gay '90's Emil L. Schanno, Oregon State Horticulture Commissioner and Inspector of Fruit Diseases and Pests, located his orchard back of Serosis City Park, pioneering in that area as a fruit grower. Judge George Blakeley, Dalles druggist, the A.M. Williams family, M.Z. Donnell, Frank Payne had orchards in that area, some approachable from the Skyline road in the back and called Cherry Dale Orchards, according to Hannah(Krauss)Devenport.

Pioneer Cemetery

The Pioneer Cemetery, on Sunset Hill, was given as a public burial grounds by W. D. Biglew about 1882. The names of pioneer families buried in this cemetery, except for a handful which has been cared for, are unknown. It was preceded in date(1850)by the Old Fort Dalles Military cemetery located at 18 & Garrison. The remains of old soldiers and first pioneers were removed in the 1920's so there is no trace of Fort Dalles Military cemetery. The old Masonic Cemetery was laid out in 1864, purchased from the Wm. Logans. Families buried in the Masonic Cemetery are the J.M. Cook, Jeffery, L.L. Powell, James B. Crossen, C.Mc Farland, J.W. French, F.S. Howland, James Walker, H. Wentz, John Epllinger, Geo. Leibe, James H. Neyce, C.M. Lockwood, operator of The Dalles to Salt Lake City Stage line, James Young, J.A. Campbell, B. C. Munger, T.W. Miller, some of the members of the Orlando Humason family altho Orlando Humason, father of Wasco County is buried in the I.O.O.F. Cemetery; Ulrich Myers, Jacob Juker, 2nd postmaster of The Dalles, W.A. Whitehead, Wm. Logan owner of the property between Lewis and Thompson Addition, above 11 street, A.W. Ferguson, J. Couser, Chas Kuhler, R.F. Gibbons, E.G. Corne, T.J. Peabody, T.B. Hall, O.S. Savage. Ben Kerten and Jacob Juker were Mexican and Indian war veterans.--Cemetery data by Lulu D. Grandall.

Serosis Park

The 20 acre area known as Serosis Park was donated by the U.S. Government to Dalles City for public park purposes only, through the efforts of the Serosis(meaning sisterhood)Club of The Dalles, in 1914. The club officers at that time were Mrs. Alexander Thompson, President, Mrs. N.A.(Alta Taylor)Bonn, 201 W. 4 was Secretary and Mrs. William Shackelford was chairman of the committee who took the matter up with our congressman and obtained patents for the park from Old Fort Dalles Military Reservation Claim of 1850. The Serosis Club was disbanded during World War 2, but according to Mrs. Bonn, daughter of Wm. Taylor 1845 emigrant to Salem, the park has been held intact except for the small donation of land to the State of Oregon for the Eastern Oregon T.B. Hospital, the story of which appears on page 115. The waterline into Serosis Park reservoir was laid in 1928, according to Jack Chambers, retired Dalles City Water Superintendent, direct from the Wicks reservoir 8 miles up Mill creek. Two lines run from the old Mesplie reservoir, near the Mill creek school, the first of which was laid to the 18th street reservoir about 1904; and previous to that time Dalles City and Mr. Pentland had a small reservoir near the Fred Erickson place at 18 & Mill creek road, into which the water from the Sam Johns flume poured and was piped from there into the Court Street reservoir at 6th.

Grant Rock

Grant Rock, at the head of Pentland street was named for pres. U.S. Grant. In 1883 when Pres. Grant passed through The Dalles as a guest of Henry Vallard, upon completion of the railroad, Samuel L. Brooks, Dalles Merchant, talked with Pres. Grant recalling the President's early military life in the west and visits to Hood River and Fort Dalles, while stationed at Fort Vancouver. His visit to Fort Dalles has been confirmed by George Snipes and Judge M.C. George. Old Fort Dalles stories claim he visited and climbed upon the large rock to enjoy the shadows of the clouds on Klickitat hills, and lounged in its shade while discussing the beautiful view obtained. Since that visit the soldiers at old Fort Dalles called it Grant Rock and it has passed down through 100 years of our history as Grant Rock.

Oldest Residents

The oldest residents of the area we now call Scenic Drive are, on the west approach, the George Krauss family at 18 & Trevitt and Hannah Krauss(Mrs. John Devenport)says that they moved up there in 1889!- 83 years ago! Mrs. Devenport's husband operated a livery stable at First and Union and her father had an orchard in that area. Ira Messenger bought a piece of property from M.Z. Donnell, pioneer Dalles druggist, in 1909, adjoining Serosis Park and Scenic Drive on the west side of the park and he has been there 43 years! He was "all alone" up on Sunset Hill in 1909 and he said he used a wagon road which wound around Grant Rock down to Pentland street to get to town over. Over between the Pioneer Cemetery and Sand Rock Quarry was the Ball home later acquired by Tom Smith. They used the old cemetery road to get up to their home. The city acquired right-of-way for Serosis(Scenic)Drive about 1928 when they put in water for the T.B. Hospital which was opened in 1929. Tom Smith built his house about 1919. All the other homes which line both sides of Scenic(Serosis)Drive are comparatively new homes built largely since and during World War 2, by people who agreed with Ira Messenger's appreciation of the wonderful view of The Dalles and the Columbia river gorge from Sunset Hill.

Outstanding People

Besides the above pioneer families Emil Schanne, the above pioneer orchardist who came to The Dalles in 1880; George Blackley, druggist; M.Z. Donnell, druggist; Carl Williams, merchant; Ed. Williams, merchant and musician; Ollie Krier, merchant and musician; Barney Kenworthy, owner and operator of Radio K.O.D.L. and Dr. J. M. Odell, superintendent of the Eastern Oregon Tuberculosis Hospital appear to be the older outstanding people of the area. This writer is not acquainted with the names of the newer families who live on Scenic Drive and the outstanding people among them. It is safe to say that there are probably more outstanding people who live on that 3 mile section of drive than any other 3 mile section in Wasco county!

THREE MILE -- DRY HOLLOW

The history of the Three Mile-Dry Hollow section, south of The Dalles, is 100 years old! The old Indian trails up through Dry Hollow and Three Mile to their "happy hunting grounds" in the mountains, are far older than any white man's memory. The Miller-Thorndike-Starkey orchards area over to the Matlock grade on the Steel road was an old Indian battle ground, according to Mrs. F. L. Johns. While there is no known battles between the soldiers of Old Fort Dalles and the Indians, this side of the Deschutes river, in 1855-56; this "Matlock Hill Battle Grounds" was most likely between Indian tribes, the local Wasco-Warm Springs Indians defending their trading grounds at The Dalles from invaders from the east or south or both. Mrs. Johns reported finding many fruit-jarsful of arrowheads in that vicinity when it was an open cow pasture of the Sam and David Creighton places, now known as the Rawson, Richard Renkin and Floyd Tibbetts places.

First School

The district is now best known for its many cherry orchards although there is some hay and cattle raised. While the children are now all transported to Dalles schools by busses over good roads, it is interesting to note that the first Three Mile school house, in 1873, according to Mrs. F. L. Johns, was built on the C.G.E. Hill place on 5 MILE, about half way up the old road between the present location of the 5 Mile school and the top of the hill (F.L. Johns homestead). The children from 3 Mile, 5 Mile and Pleasant Ridge all walked to this school house, some walking as far as 5 miles each way each day! This school was known as the Mt. Zion School. The Mt. Zion School was moved to the top of the Hog's Back Ridge (between 3 and 5 Mile) in 1878 near the F.L. Johns homestead house, after water was found there.

There was no known water on top of the Hog's Back Ridge, until one day an Elderberry bush was found growing on the very top of the hill, not far from the road. Pioneers knew, according to Mrs. Johns, that wherever an Elderberry bush would grow water was not very far away. The men dug down and soon struck a good flow for school use. The school remained on Hog's Back Ridge from 1878 to 1885 when it was moved to the present location of the old abandoned Three Mile school at the foot of the old Bell Grade on upper Three Mile, being used for school purposes until about 1929 when they transported.

Power

The Pacific Power and Light Co. put a 4 mile limitation to power service for farmers in the 3 Mile area. Beyond that point the company wanted \$50 a pole and wanted to retain ownership of the line after the farmers paid the \$50 a pole for its extension! The farmers beyond the 4 mile zone had to "wait in the dark" until the PEOPLE'S District was formed so the REA could bring them lights and power for their farms and homes over their own cooperatively owned line in 1941.

First Settlers

Victor Trevitt, according to the records of Wasco County Assessor Harry Green, settled on his Donation Land Claim in 1854 on what is now known as the Virgil Rawson place $\frac{3}{4}$ miles out on 3 Mile. The biography of Vistor Trevitt is given on page 70 of this history. In addition to this claim he owned Trevitt's Addition to Dalles City, a 38 acre triangle from First up Mill creek to 6th; west on 8th to Union and North on Union to First.

Rev. E.P. Roberts was an early 1858-59 settler on Dry Hollow, just beyond the city limits. This place is still in the Roberts family after more than 90 years! These are the kind of people who are the backbone of our community and its history. Once they settled on their claims they NEVER gave them up, they never moved! Good times and hard times were all taken in their stride! Their family was born, raised, lived and died in the community! There was no substitute for The Dalles in their lives! The Rev. Roberts was a teacher, farmer and Congregationalist Circuit rider and a very outstanding man in the early religious affairs of The Dalles. He raised the first watermelons, cantelopes, pumpkins, and orchard trees on the unirrigated uplands around The Dalles. His neighbors, of later years, all thought he was making a mistake. But he persevered and pioneered with success and paved the way for dry land orchards of the Dry Hollow--Three Mile area. Before that the orchards and gardens were grown in the creek bottom land. Rev. E. P. Roberts was therefore an outstanding man in pioneer horticulture of Wasco County.

His children were: Albert S. Roberts, horticulturist on his father's place on Dry Hollow, stock, sheep and grain grower at the head of the Emerson-Roberts Market road on the breaks of the Deschutes, legislator for 2 terms in the 1890's and later from 1916 to 1924 and best known as father of the Grange sponsored Farm to Market Road Law of Oregon, which has brought so much benefit to farmers of Oregon; and which makes Albert S. Roberts another one of the outstanding men in our 100 years of history! Albert Roberts settled on his Deschutes river ranch in 1883 before there were any roads out in that country. It was a bad place for snow to drift in the winter and some winters were more than 6 weeks in length making it necessary to have to come to town for supplies. George Petroff, who worked for him as early as 1907, tells how they put 6 horses on a bob-sled to break through the drifts! The lead horses broke the trail, the sled horses merely pulled the sled and tramped the snow down more, the third team was tied on behind to "rest" and exchanged for the "lead team" as the leaders would wear out from breaking out the road. It wasn't so bad coming down the ridges to town but going back,-- often their sled-trail was completely obliterated by more drifts in stinging east winds!

Albert Roberts married Rose Freeman and their children were Albert, Allyn, and Roscoe of The Dalles and Elliott, Warren and Wilton of Portland and Ivan of San Francisco. Allyn's son Allyn occupies the Roberts home ranch on Dry Hollow. Brothers of Albert S. Roberts were William, whose story as Washington State Highway Commissioner appears elsewhere in this history and is another outstanding Wasco County man who has benefitted all the people of Washington State; Tom Roberts of the Massachusetts Institute of Technology and an outstanding U.S. Navy man; and Dant Roberts, attorney of Spokane.

This makes at least 3 outstanding men, in the history of Wasco county, all from one family! We do not recall reading anywhere in our history where any other single family has produced that many outstanding people, with the exception of the Musical DeMoss family. This is a record to be proud of. More research for story on this family is merited.

Peter Morgan

Peter Morgan seems to be the third oldest settler on the Richard Renken place, $3\frac{1}{2}$ miles out in 1860. In 1862 he sold to David Creighton and moved to the "upper Morgan place" on the Dry Hollow extension road, about $3\frac{1}{2}$ miles out from town. He was the father of X.M. Morgan who the directory of 1910 shows was a farmer of The Dalles. Peter Morgan was not listed so we presumed he was deceased by that time.

David and Sam Creighton

David and Sam Creighton seem to be the next oldest settlers. Dave Creighton who settled on the Richard Renkin place in 1862 was born at Pittsburg, Penn. (1835) son James and Maria (Hart) Creighton. He was educated in Ohio and came to Oregon by boat in 1859 and went to the Idaho mines with his brother Sam returning to The Dalles to farm. He married Ida Krauss, sister of George Krauss and their children were Elva (Mrs. Richard Renkin) of 3 Mile; James, druggist of San Francisco; Emma Sunbalm of Portland; Lola Trapp of New York; Leland of Portland and Vera of Seattle.

Sam Creighton, brother of David, was also born in Pittsburg, Penn. (1829) coming to Oregon and mining with Dave and he settled on what we now call the Tomas Wasson place, $4\frac{1}{2}$ miles out. He married Sarah Jane Smith and their children were: Franklin Creighton, electrician and father of Linn, electrician; Charlie Creighton, prominent Dalles lodge member, farmer and early Dalles Rural Mail carrier on R.1; Mary (Mrs. Will W. Rawson, mother of Virgil Rawson, 3 Mile farmer and well driller; Lulu (Mrs. Frank Doak) 3-Mile fruit raisers on the Glenn Cooper place 2 miles out; Arthur Creighton of Portland; and Nellie (Mrs. Frank L. Johns) who was born on the Sam Creighton 3 Mile place in 1865, is now 89 years old, in good health and mind and supplied much of this biography and 3 Mile history, all of which was checked with her for accuracy.

Rev. Frank L. Johns

Rev. Frank L. Johns was the son of John Westley and Emily Elizabeth (Holmes) Johns of Colusa Co. Cal. where he was born in 1862 and received his early education, came to The Dalles in 1878 and filed on his Hog Back homestead, between 3 and 5 Mile, at the old Mt. Zion school house location in 1885. He married Nellie Creighton, daughter of Sam and their children were Charlie Johns, butcher of The Dalles and Ruth (Mrs. Lester Hill) of Lewiston, Idaho. Rev. and Mrs. Johns recently celebrated their 63rd wedding anniversary! In this day and age of quick divorces this living example of lifetime cooperation of man and wife should shame every Dalles citizen out of the divorce courts and serious family quarrels. Rev. Johns has been very active in religious work, preaching on Sundays, attending weddings, handling funerals, visiting the sick. His whole life has been one of sacrifice to the welfare of others. The people of Three Mile owe them much for the history they have gave to our children.

Robert Cooper

Robert Cooper was born in Scotland (1834), married Mary Craig there in 1854 and came to The Dalles in 1862 settling on the Cooper place in Dry Hollow in 1869. He died in 1925. He raised cherries, pears, peaches, prunes, watermelons on the arid hillsides, following the pattern laid out by Rev. Roberts. He also raised some hay and stock. His children were George, Catherine and Laura who occupy the old home place; Etta Rewe of The Dalles; John and Anna of California. This place has been in the Cooper family for 83 years. Like the Roberts family they take prosperous and depression times as just so much good and bad in our history, but no matter what happens The Dalles will always be their home. They will never move away nor never sell out. They are as steadfast and dependable as the Rock of Gibraltar!

Caleb Brooks

Caleb Brooks came to Albany, Oregon in the emigration of 1849 where he took a Donation Land Claim and lived until 1870 when he moved to The Dalles, after visiting and looking around here in 1864. His first place consisted of 150 acres in the southeast portion of The Dalles from G to Lewis on 12th and south to the Rev. E.P. Roberts home on the east side of Dry Hollow road and to the Robert Cooper place on the west side of the Dry Hollow road. The Caleb Brooks home was at 1422 East 15 street, according to H.E. Deardorff who has lived in that part of town 30 years. The Caleb Brooks spring at 1422 provided the house and stock with water. Later this same place was used by R.H. Weber for a nursery location. The directory of 1898 says, "Richard Weber, proprietor of The Dalles Nurseries $\frac{1}{2}$ miles east of the Fair Grounds, residence the same." Caleb Brooks died in 1899 at age 75.

Caleb Brooks married Sarah L. Helm and their children were Roland, Sylvester, Sylvani, Lydia (Mrs. John Surface) all of The Dalles and Mary (Mrs. Rolando Parrish) of the Willamette Valley.

The children of Roland Brooks who married Florence Cleft were: Truman of The Dalles who furnished this biography; Amy (Mrs. A.W. Wasson); Maude (Mrs. A.W. Wasson); Justin and Thelma all of The Dalles.

Caleb Brooks moved to his upper 3 Mile place about 1880 where he farmed. He also acquired Brooks Meadows, following the death of David Newell at the Robert Cooper home in 1875, built an improved road into the Meadows and operated a dairy there in good weather, cut hay at the Meadows. He hauled lumber from the Crandall mill down the McIntosh Grade into Dry Hollow and The Dalles.

The abstract records show that Caleb Brooks sold to David Newell, July 1, 1872 some of his Dry Hollow holdings and that may have marked the date of the trade for the Brook's Meadows property. The Newell estate was probated Sept. 24, 1875, according to R.M. Weber, retired U.S. Army Captain of The Dalles Co. H. in World War 2.

R.H. Weber bought his Dry Hollow ranch from Wm. Taylor in 1905. He came from Germany to the U.S. at 16. Dr. George F. Newhouse, optometrist, knew Mr. Weber in Nebraska in 1892 when he was selling trees for the Stark Nursery of Louisiana, Mo. His tree selling brought him to The Dalles the next year and he went to work for the Sam Johns Lumber Mill on Upper Mill Creek as a hunter to provide meat for the crew the first year; then he worked in the mill there and later in the planing mill here in town. By 1898 he had his own nursery where he could be at home. He had married Georgia McNeely and their children were: Captain R.M. Weber of The Dalles; Vivian Weber of Hanford, Wash.; Veda (Mrs. Harold Sexton) of The Dalles and Edna (Mrs. Jack Yoist) of Portland.

Marshall Hill

Marshall Hill was born at Knoxville, Tenn. (1836) son of Clairborne and Polly (Cates) Hill; was educated in Iowa and came to Brownsville, Ore. with the "big emigration" of 1852. He served in the Rogue River Indian War of 1855-56, was later in the Indian scouting service in Idaho. He was a miner in California, Arizona and Idaho. In the early 1880's he was a stockraiser in the 30 Mile creek area near Condon. He settled on his Dry Hollow fruit ranch, now occupied by Roy Hill and sons in 1883. He married Belinda Thomas and their children were Edwin Hill, blacksmith of Dufur who was killed in a car accident on highway 30 near the golf club in one of our first highway accidents, when the car went off the road. His children were Louise (Mrs. Ray Price) Portland; Howard and Marshall of Portland; Helen (Mrs. Wm. Brackett) Woodburn; Wendell of Scappoose and James of Medford.

Roy Hill, born at The Dalles 1885 had sons Fred and Gilbert who occupy the home place and Lloyd of Terrebonne. Other children of Marshall Hill were Melissa of Salem; Julia (Mrs. Robert Atwell) of the University of Texas; Bertha (Mrs. J. B. Spright) Hood River.

Osmer Cook

On upper Three Mile Osmer Cook was the first settler in 1874. He was born in Iowa (1847) son of Sealey and Nancy (Rice) Cook of N.Y. He came to the Willamette Valley in the "big emigration" of 1852 where his family lived for 22 years, moving back to The Dalles place on upper 3 Mile in 1874. He married Mary Gilliam daughter of Porter Gilliam, Cayuse Indian War veteran of 1847-8. The Cook place is now the Milton Martin place about 7 miles out from The Dalles. The Cook children were: Jennie (Mrs. Frank Moore) of The Dalles; Nellie (Mrs. George Mann) of The Dalles; Grace (Mrs. Frank Friedley) of The Dalles; Charlie of Seattle; Ehrman of Stevenson, Wash.; William of Albany; Annie (Mrs. Owen Allen) West Linn; Florence (Mrs. H. C. Friedley) Bend.

Other Three Mile Settlers

The Eli Whitney place on lower 3 Mile, later sold to A. B. Moore and better known as the G. C. or Johnny Moore place on the old Steel road at 3 Mile creek. Dr. G. E. Sanders settled 4 miles out on his fruit orchards (Biography page 64). In 1893 F. J. Chase occupied the Moraist place 5 miles out; J. W. Matlock, lived on the Matlock grade, on the old Steel Road about 2 miles east of 3 Mile creek; W. J. Sayre occupied the Thomas Wasson place, 5 miles up 3 Mile; Wm. H. Taylor moved 1½ mile out in 1878; Dan Zachery occupied the Dr. G. E. Sander's place in 1897; John Elton lived on upper 3 Mile, about 6 miles out in 1884, later known as the Gene Elton place and now occupied by Mel Runyan; Alexander Fraser had a small place on upper 3 Mile in 1889 now occupied by Earl Lash; Chester Bell built a road from the 3 Mile school house over to 5 Mile in the 1880's, which was called the Bell grade; Floyd Tibbetts moved out to his place in 1902 from Nebraska and at that time Frank Friedley was living on upper 3 Mile, he was a Spanish-American War veteran; Frank Watts, Dalles marble and granite monument man lived on upper 3 Mile. Silas Evans by 1902 was another upper 3 Mile resident. By 1910 Adam Kaufman, August Renkin, Richard Renkin, John Renkin, F. R. Sechler, Jim Taylor and R. H. Weber were residents.

Phillip T. Sharp

In 1873 Phillip T. Sharp moved to his sheep and cattle ranch on lower 3 Mile. He was born in N.Y. son of Jacob and Sarah (Ranney) Sharp. In 1848 he went to Ohio with brother William to engage in the harness business. In 1848 Phillip, Wm. and Peter went by ox-team to the California gold fields. They suffered with high water on the rivers, mosquitoes, cholera, desert thirst. In 1849 they were at Plaserville (Hangtown) mining laborers at \$20 a day. On the Feather river P. T. Sharp was captured and wounded by an arrow and held by unfriendly Indians until rescued by miners. In 1861 P. T. Sharp married Jane Howland daughter of John and Elizabeth (Tilley) Howland of Ft. Jones, Cal. They went to North Bonneville where Mr. Sharp operated the wagon portage from the upper to the lower Cascades, living in a log house. In 1862 he followed the gold rush to Canyon City as a pack train operator out of The Dalles, the first packer into Canyon City. He was robbed by Indians of 45 mules and \$50,000 worth of merchandise which practically broke him. In 1863 Canyon City had 5000 population and was larger than Portland (3957) and The Dalles had a "floating population" of about the same. Mrs. Sharp was the Doctor and Nurse of Canyon City, in those days, without pay! Their Canyon City home was next to the Joaquin Miller, poet, log house. Judge Orlando Humason and Judge Joseph Wilson, both of The Dalles, held court in Canyon City, in those days.

Every other place of business in Canyon City was a saloon and gold dust was the medium of exchange, a "pinch" for small bills or purchases, the scales being used only for larger purchases. Mr. Sharp mined at Prairie City and farmed in Strawberry Valley. Apples sold for \$12 a box, other items equally as high. Some of his neighbors were Ned Wicks, after whom the Wicks Reservoir up Mill Creek is named. C. M. and Joe Lockwood, operators of The Dalles to Canyon City stage line were neighbors. Mr. Sharp imported St. Lawrence Morgan, the first thorbred Morgan stallion to The Dalles for service at Canyon City, but it was poisoned at Pratt's 12 Mile Stage Station near Boyd. It could trot the mile in 3:17.

Mrs. Sharp was a member of the Congregational church and the family was well acquainted with Dr. Thomas Condon, pastor, who lived at 509 East Third, when they moved back to The Dalles in 1871. By that time Mr. Sharp was freighting by wagons with 10-horse teams between The Dalles, Antelope, John Day, Canyon City and Camp Harney. The high water of 1871 covered The Dalles to Celilo Portage railroad. The big fire of 1871 started in Wentz's Wood Working Shop, where he made furniture and coffins in The Dalles. In 1871 we (Edward, Frank and Grace, P. T. and Mrs. Sharp) lived in the Joseph G. Wilson home, now occupied by Judge Fred W. Wilson, at 9th and Lewis streets, and we went to the Laughlin log school at 4th and Laughlin streets; Molly Snider teaching the beginners and Mr. Miller was professor. School was broke up one afternoon, when a parade of soldiers escorting Modoc Indians to the Yakima reservation, passed down 2nd street. It was a very thrilling and unusual event which the school boys could never forget! The Modocs were mounted on horses, as were the soldiers. The whole town turned out as they started down the Brewery Grade. The Modocs were scantily clad and looked like statues glued to their

horses. The Warm Springs Indians, who had acted as scouts for the soldiers, triumphantly fired their rifles in the air and displayed poles with Modoc Indian scalps dangling from their ends! The military supply wagons brought up the rear. They crossed The Dalles ferry and went on to Yakima.

By 1874 P.T. Sharp sold his freighting outfit to Joe Lockwood, sold his other Grant county property and started for The Dalles on horseback about Christmas. A blizzard came up just east of the Deschutes, drifting the snow and compelling Mr. Sharp to spend the night out in the open with his horse walking and stamping his feet to keep from freezing to death! His feet were frozen so bad he wrapped them in his horse blanket, to the knees, but was unable to walk on them!—so had to ride on down to Sherar's Bridge, through the snow drifts, until he came to a cattle trail leading to the river, but it took him all day to reach the Sherar hotel! Mrs. Sherar seen him coming and recognized his frozen feet condition. She immediately filled a tub with ICE WATER, placing Sharp's feet in the tub of ice which drew the frost out of the feet! A scum of ice formed on the water of the tub! A day later he made his way on to The Dalles! Both horse and rider were in bad shape! The forelegs of the horse were wrapped in gunny-sacks to prevent ice and snow cuts. We took the horse to Jim Bird's livery stable, where the auditorium now stands, but the hoofs of the horse came off and the valient animal died! Mrs. Sherar's treatment saved Mr. Sharp's feet and his life, but he was always troubled with his feet afterwards!

The Sharp Ranch

Phillip Sharp purchased his 3 Mile ranch from Peter Rudio in 1873. The farm was made into a lovely home and ranch by purchase of the adjoining Absolem Bolton acreage. Only the "bottom land" was cultivated in those days. The hillsides were covered with tall bunch grass which provided forage for cattle, horses and sheep. Three Mile Creek, on the Canyon City road (Thompson or Old Dufur) was the camping place for many teaming outfits going and coming into The Dalles. On making camp the first chore was to unharness the 8 or 10 horses or mules, feed them grain in their nose bags, and turn them out to graze on bunch grass up to their knees, after hobbling them to prevent them from wandering away. The mules had a "chaperon" in the form of an "old gray mare", with a bell on, and she was led during the day behind the trail-wagon. Just why mules will hang around an old gray mare is a psychological thing not understood by anything but a mule! When the Modoc Indians were on the warpath the Sharp barn would often be converted into a "hotel" for sleeping quarters by fleeing families, on what we now call the Fuller place.

Phil Sharp's Mother

In 1888 Mr. Sharp went back to Ogdenburg, N.Y. to visit his mother, then 108 years old! She never used glasses and could card and spin her own wool, made bedspreads on her loom with designs that were masterpieces in workmanship for a woman $\frac{1}{2}$ her age! On that trip Mr. Sharp took 100 head of horses east to sell and brought back the first Galloway and Black Angus cattle to Wasco county and they created a "furor" among cattlemen, and brought good prices. After that the ranch was called the Galloway Farm and those cattle were the first exhibited at the Oregon State Fair at Salem!

The Bluff (12) Street Fair Grounds

Phillip Sharp was very much interested in establishing the first Wasco County Fair Association on the Bluff (12) Street Grounds, which consisted of some 40 acres given by Orlando Humason, father of Wasco county, for that purpose, and extending from G street, then used as the Dry Hollow-Three Mile road, to D street on the west; and from 12 street south to 14th, with the pavilion at 13 and Kelley Avenue. It had a $\frac{1}{2}$ mile race track, laid out by Edward Sharp, Wasco County surveyor for years. A. S. McAllister was first President, Phillip Sharp was Vice-President and J.O. Mack was Secretary-Treasurer and later President. Wm. H. Sharp, son of Phil, hand lettered the premium ribbons. Anne and Elizabeth Lang handled the pavilion exhibits. Phillip Sharp died at his 3 Mile ranch home in 1901 and Mrs. Sharp died there in 1891. Their children were: Grace (Mrs. W.W. Gordon) Portland; Frank of Illinois; William who farmed on 5 Mile and Edward Sharp who continued to operate the home place.

Edward Sharp

Edward F. Sharp was born at Canyon City in 1865 coming to The Dalles with his parents in 1871 where he went to school in the Laughlin street log school later working on his father's 3 Mile ranch until 1888 when he became Wasco County Surveyor. Wasco county at that time included Sherman and Hood River. He continued a county surveyor until 1898 when he went to work for the Eastern Oregon Land Co. and did private surveying.

The Dalles to Boise Military Road

Edward Sharp recalls the celebration in Canyon City upon completion of The Dalles to Boise Military Road (see page 160) into that place. While there was considerable criticism of that road company and the legal action taken by the U.S. Supreme Court; at the time they built the road into Canyon City it was the largest city in eastern Oregon and had no road! Land was not considered then as being worth very much, so the grants were not out of proportions for just payments to The Dalles business men for building a passable road to Canyon City. The Military road from Fairbanks to Horton's Bridge on the Deschutes, about 4 miles above the mouth, was never used by freight wagons. The road to Canyon City was by way of Boyd, Nansene, Sherars, Shaniko, where it joined The Dalles to Boise Military road through Antelope, Mitchell, Dayville to Canyon City, Prairie City and Fort Boise.

The Freebridge

The Free Bridge over the Deschutes between Kloan, on the Wasco County side and Freebridge on the Sherman County side, was built by Wasco County about 1882 for a stage and freight wagon road into the new settlements in Sherman County and provide a road from there to The Dalles, as Sherman county was a part of Wasco at that time. The bridge had a clearance of 20 feet over the river and was 150 feet long, 200 feet including approaches. It was of steel construction with reenforced concrete piers and cost \$18,000. It was dinamited into destruction about 1912 following the building of the railroads up the Deschutes. After that the Moody toll bridge, at the mouth of the Deschutes river, was used by the people between The Dalles and Sherman county points. The stages operated out of Grant (Popular Grove) also and made rail and boat connections for passengers and freight, from 1882 to about 1900.

The most prominent livery stable in The Dalles in the 1870's and 1880's was the Fairbanks Stable across from the Umatilla House at First and Union. It did a big transportation business, kept the stage and freight horses as well a renting buggy teams, storing and boarding privately owned buggy horses, hack teams, surrey teams and the vehicles, much the same as automobile garages do today. The Grimes livery stable on the south east corner of 2nd & Federal; the Larsen stables in the east end of town and Jim Bird's stable, later known as Ward & Oaks, located where the auditorium now stands, were the other best known stables in The Dalles in the 1870's.

Gold

Phillip T. Sharp carried many hundreds of bags of gold from Canyon City to The Dalles, in his freight wagons for deposit with French & Co., bankers in The Dalles, for the miners of Canyon City. Ed Sharp didn't believe his father ever gave a miner a receipt for his gold bag of dust, nor did he demand one from French & Co. Each man's name was on his own gold dust bag and French & Co. merely weighed the contents and credited it to the miner's account! This was the highest kind of proof as to the dependability and trustworthiness and high regard of Phillip Sharp's standing in the estimation of both the miners at Canyon City and the bankers and merchants and people of The Dalles! Gold was safer on the old freight wagons than it was on the express and gold stages! Wells Fargo was charging 10% to haul gold dust from Canyon City to The Dalles and Mr. Sharp did it for half that sum and often for nothing at all for the merchants of Canyon City with whom he dealt!

Edward Sharp

Edward Sharp, Wasco County Surveyor and lower 3 Mile farmer, and who furnished the biography for this early lower 3 Mile family; married Kathleen Farrelly(1891) and just recently celebrated their 60th wedding anniversary! Their son Arthur operates the old home ranch on lower 3 Mile which has been in the family for nearly 80 years! It is stocked with Hereford cattle. The children of Mr. and Mrs. Edward Sharp were: Arthur who married Eunice Cobb and their children were Edward; Joanne(Mrs. Henry Fritchmuck); Katherine (Mrs. Wm. Mitchell) and Patrick. Other children of Edward were Ivan of Portland; Lorine(Mrs. John Nesbitt) and Mary who died at 25.

FIVE MILE

The oldest resident on 5 Mile was Talbot Lowe, who, according to the Wasco County Assessor Harry Green, filed on his Donation Land Claim at the upper or Grey 5 Mile school house in 1854. This place later became known as the Gottlieb Wagonblast place, in 1872; now occupied by Earl Meeker.

Gottlieb Wagonblast

Gottlieb Wagonblast and his wife Christina(Rief)Wagonblast came from Germany to the U.S. in 1840 first settling in Missouri and in 1855 came to Oregon City by ox team and covered wagon being accompanied west by their following children, named in order of age: Mary(Mrs. Brugstorf); Jacob who lived in Hood River; Margaret(Mrs. W.S. Douthitt) walked nearly all the way across the plains and lived in Portland; Caroline(Mrs. John Simons)Portland; John who homesteaded on Agency Plains near Madras; William who went to California. The following children were born out west: Henry who ranched in Montana; Louis who died at the 5 Mile ranch; Alice(Mrs. Henry Johnson)San Diego, Calif.; twins Charlie and Frank of The Dalles.

Charlie Wagonblast married May Frantz and their sons were Dewey of The Dalles and Edward of Tacoma, Orville, deceased. By 2nd marriage to Doyle, Roy of 8 Mile creek. Dewey's sons are Dewey and Alvin.

Frank Wagonblast, born at Vancouver came with the family to The Dalles in 1872 to the 5 Mile ranch where he married Daisy Pugh, daughter of Wm. Pugh of Pleasant Ridge, The Dalles; and their children were William of Portland and George; owner of old Freebridge--Daneville station on the Great Southern railroad on lower 15 Mile. George was born in 1893 and married Mae Garrett and their sons are Earl who married Mildred Remington, daughter of Wm. Remington of the Fairbanks district; Elden who married Joan Arvee and lives near his brother at old Brookhouse station on the Great Southern on lower 15 Mile; Robert who married Shirley Martin and lives in The Dalles.---Biography by George Wagonblast.

James M. and James C. Benson

James M. and his son James C. Benson moved to the Benson place, on the Benson road(which they built about 1870) in the year 1867. James M. Benson was from New York and came to Portland by boat in 1854. Portland at that time was largely a mass of standing timber with only 4 log houses, mud trails for streets, planks laid in the mud for sidewalks, and a half dozen stores and saloons near the boat landing platform which was cleared out of the brush so as to have a place to leave supplies! James M. Benson moved to Hood River where his son James C. Benson was born in 1861. In the fall of 1868 they came to The Dalles to look for a place and next spring bought the 5 Mile ranch which has been in the Benson family now for 85 years!--James Claude Benson, the grandson, being the present owner. The Benson school was established, according to Mrs. Frank L. Johns in 1885 at the same time the upper 5 Mile or Grey school was established. James C. Benson married Frances Wilkerson and their children were: James Claude who married Onlee Turnbull and owns the old Benson home place; Karl married Lucielle Gasser and lives in The Dalles; Earl works for the railroad in The Dalles; Louis works for the P.U.D. at Bingen, Wash.; Margaret(Mrs. Joseph Seal)lives at Downey, Calif.; Beryl(Mrs. Marvin Klausen)lives at Tigard. Biography by Karl Benson.

Robert S. Thompson

Robert S. Thompson, after whom the Thompson Road, now known as the Old Dufur Road, was named; came up from California about 1875, according to Judge Fred W. Wilson, bought the place on 5 Mile creek, shipped in the first Jersey cattle herd in Wasco county. His brother D.E. Thompson operated a sheep ranch at the mouth of 5 Mile, now known as the Ketchum ranch. Both brothers returned to California, after about 10 years. The short duration of their residence is hardly worth note except for the facts that they gave their name to the road and imported the first Jersey herds. The place was better known as the C.N. Sargent place from 1885 to about 1900. It is now occupied by Sam Walker, grandson of the pioneer flour mill owner Washington Walker, 1858 settler of Dufur, and under which the biography appears.

Henry Steel

Henry Steel, after whom the Steel road from 3 Mile to 8 Mile was named, came from Kansas to their 5 Mile ranch home located at the 4-Corners about a mile west of 5 Mile creek, and now known as the Levi Christman place, between 1875 and 1880, according to the best memory of Mrs. F. L. Johns. In the early 1870's and 1880's there was a Methodist church located on the Steel place at which Rev. F. L. Johns conducted services for the people out in that area. It was torn down around 1900. There were 3 girls and 3 boys in the Steel family, the girls all died young; Andy Steel died young; Harold Steel died about 1928, he was a World War I veteran; and Frank Steel went to Idaho.--Data by Mrs. F.L. Johns.

Thomas Gray

Thomas Gray was born in Missouri son of Yancy Alexander Gray and came west to Salem by covered wagon in the late 1860's where he received his education. The family later became the first settlers near Hardman, in Morrow county and in 1876 moved to the 5 Mile ranch home near the upper 5 Mile or Gray school house which was established in 1885. He married Margaret Jeffers daughter of Wilson John Jeffers, Mexican and Civil War veteran carpenter of The Dalles who worked for the Oregon Steam Navigation Co., building boats in The Dalles and later for the O.R. & N Co. railroad shops as a carpenter. He went farming on 5 Mile at the age of 72, when most men think of retirement!--with his wife Louise (Hays) Jeffers and family. The children were: Thomas and Cecil of Astoria; Lloyd of Portland; George of Maupin; Martha (Mrs. Julius Klint) The Dalles; Pearl (Mrs. Emerson Burtner) Dufur and Clarence who occupies the old 5 Mile home place which has been in the family 78 years!--Biography by Clarence Gray.

C.G.E. Hill

C.G.E. Hill was born of Prussian royalty (1839) his father being State Minister for the German Lutheran Church, according to Rev. Frank L. Johns. John Entner, who settled on the Hogs Back Ridge about 1918, and who was also from Germany and visited with and knew Mr. Hill very well, said that C.G.E. Hill started school at 8, took the usual 18 years to graduate from college, spent his 4 required years in the German army, then spent 8 years studying for the Catholic Priesthood. After 28 years of study and education and being 34 years of age, he decided against following the priesthood and for that decision was excommunicated from all rights and benefits of the Catholic church! He had already been treated likewise by his own family so he left Prussia, joining the German Merchant marine and sailed all over the world for the next 2 years and in 1875 farmed in Australia raising wheat and some stock. But he didn't like it in the land of Kangaroos so one again joined the German merchant service and sailed the seas again.

In 1880 he landed in San Francisco and married a Barbary Coast dance hall girl and came north with the building of the railroads to Portland. He continued to work with railroad construction crews until the line reached The Dalles. There was an irresistible appeal to him to settle here and he looked around for a place. He didn't have very much money but was able to acquire his 5 mile home about 1882 where his wife died in 1885. He then advertised in the Portland Oregonian for a housekeeper and had about 70 replies, according to Mrs. F. L. Johns. He very carefully read each reply and selected the lady whom he thought would be the best and employed her on trial. She liked the little place and liked Mr. Hill and they were married by Rev. F. L. Johns.

They had no children of their own so they went up to the Indian farm, just above the 5 Mile school, and got a baby girl which they adopted and which was christened by Rev. F.L. Johns 83 years ago in the little Methodist church on the Steel place. Mrs. Hill told Mrs. Johns the baby had to be christened to be eligible to inherit any German estates. Its name was Stella Hill and they sent a picture of the baby to the Hills in Germany and they "could see the Prussian blue blood in its veins" from the photo!

One day all the neighbors, according to Mrs. Johns, gathered at the Hill home for a celebration. The Hills, like their neighbors, had a small organ setting in the corner. No one ever heard it played so they asked Mr. Hill why he bought the organ? He then rolled up his sleeves, sat down before the keyboard and the most beautiful organ music ever heard on 5 Mile came forth out of that instrument to the pleasure of the amazed neighbors! It was then that they learned one of his college requirements was the mastering of a musical instrument and he choose the organ! They learned too that he could speak 5 languages and was one of the best educated men that ever lived in The Dalles vicinity! He could cuss in all those 5 languages. His 2nd wife died on the 5 Mile place. When he became too old to work any more he entered the Wasco County poor farm where he died at 86 in 1925. Rev. F.L. Johns preached the funeral services and administered the last rights and he acknowledged that C.G.E. Hill was probably the best informed Christian Bible man that ever lived in The Dalles or vicinity!

Other Settlers

The Tom Gray place was formerly known as the Capt. Darrel place. Ira F. Hill had a place on the Steel road east of 5 Mile creek about 1 mile. The Spinx-Henry Rentoul place is now occupied by Fred Thomas. The Frizzel place is occupied now by James Oades. W. A. Miller occupied the Christman place across the road from the Henry Steel place. Wm. Sharp's place was about 2 miles north of the Steel place. Howard Tibbetts later occupied part of the Indian place. John Howland and Peter Godfrey lived on the Thompson road, now called the Old Dufur road.--Data checked with Rev. and Mrs. F.L. Johns.

Pleasant Ridge

Peter Omeg was the first settler on Pleasant Ridge in 1883. He was a Civil War veteran and father of Louis Omeg of Endersby. He was closely followed by Wm. Pugh; L. Martin; Joe and William Means all of whom were 1883 settlers according to Lambert Anderson, who, with his father Louis Anderson were 1887 settlers on Pleasant Ridge. Oscar Pile settled up there in 1885. The Craigs were 1900 settlers while Abner St. Ores filed on his homestead up there in 1907 as did Sam Meeker. The Milt Groce and Oliver Groce families were 1915 settlers followed by the Oades family.

The school was established when the first families went up there and at one time they had 2 schools when the sawmill was operating on upper 5 Mile creek and the children walked up and back each day from their upper 5 Mile homes. It was called Pleasant Ridge because of the very beautiful and pleasant days they have up there in good weather, according to Mable Burg, daughter of Peter Omeg.

THOMPSON ADDITION

The deeds and abstracts to the property known as Thompson's Addition to Dalles City date back to 1854 when Capt. Robert H. Thompson and his wife Harriett filed on a Donation Land Claim of 640 acres and this property was held in the Thompson family until 1889 when they sold a block of land to The Dalles Land Co. which was organized by Caleb N. Thornbury, Malcolm A. Moody, L.L. McCartney, J. C. Mack and F.A. Abernathy organized for the purpose of selling land and developing the area and encouraging settlement thereon and they laid out the streets and blocks in Thompson's Addition. By 1896 L.L. McCartney was president and Thomas A. Hudson was secretary of The Dalles Land and Improvement Co.

As stated in the biography of Capt. Thompson on page 80 of this history, he was so poor when he filed on his Donation Land Claim in 1854 that he had to truck for a living in Bradford's warehouse, his wife had to take in washing and his children herded sheep for a living! But within the next 30 years everything he touched turned to GOLD and when the Oregon Steam Navigation Co. sold out to the railroad Capt. Robert R. Thompson retired to San Francisco a multi-millionaire! and upon his death in San Francisco his wealth had greatly increased and the family in Portland still owns the Multnomah hotel block and much other valuable property.

While a resident of Thompson Addition the family home was on the Old Dufur road (east 9th street) at what we now call the Bert Campbell spring, about a mile east of the Grandview store and adjoining the property and home of the writer of this history. The Dalles Lumber Co. very recently acquired some of the homestead property from Clifford D. "Cotton" Light whose house occupies the Thompson homestead. The Lumber Company will build a reservoir next to the Thompson Spring for fire protection purposes.

Not all the property of Thompson's Addition came from the Thompson Donation Land Claim. Some of it is a part of the old William C. Laughlin Donation Land Claim which was likewise filed on in 1854. The Laughlin home was at the foot of Laughlin street where the Stadelman Ice plant is now located, but his claim was $\frac{1}{2}$ mile wide and 2 miles in length which included part of Thompson's Addition as platted by the Laughlin Land Co.

So until 1889 the land in Thompson Addition was all "cow pasture" or wheat farms rented to various individuals, but, as Judge Fred W. Wilson says, "there were no houses up there in the 1880's as you can see by looking at the pictures of the country." It is natural to think that there should have been some settlement in that area, close to The Dalles as it was, but there was none, except the Thompson home, east of the top of the Brewery Grade until the Phillips Sharp place was reached at 3 Mile creek! Silas N. and Daniel O. Davis

Daniel O. Davis and his brother Silas N. Davis, the carpenter, were among the first families to settle in Thompson Addition after it was acquired and platted by The Dalles Land Co. D.O. Davis settled on his parcel at the intersection (southwest corner) of 16 and Thompson streets in 1890 and Silas N. Davis settled on 14th across from the upper side of the Thompson Addition school property, and for years (60) occupied by his family and just recently sold by his daughter Mrs. C.T. Dennis.

Daniel O. Davis was born in New York (1843) son of Daniel O. and Hannah (Rogers) Davis; was educated in N.Y. and at 14 enlisted in Co. F. 105 N.Y. Infantry under Col. Thomas and was in the battles of Thorefare Gap, 2nd Bull Run and Cedar Mt, took sick and was discharged. In 1863 he enlisted in the 21 N.Y. Cavalry under Col. Wm. Tibbets and was in the Shenandoah Valley and West Virginia areas at the close of the war, and was sent to Ft. Collins and mustered out at Denver, Colorado. For the next 11 years he farmed and teamed around Denver then came to Baker Co. in 1877 and 1878 to Union county. In 1885 he filed on his homestead at Wrentham, on lower 15 Mile and bought enough more to make 880 acres of which 600 was wheat. He built his Thompson Addition home in 1891, it was closer to a good school.

In 1872 at Ft. Collins he married Helen Remington daughter of John Remington of Troy, N.Y. and postmaster at Ft. Collins and wife Electa (Morse) Remington. The children of Daniel O. Davis were: Edward of The Dalles; Cora (Mrs. Chas. Fagan) The Dalles; Leon, The Dalles; Lulu (Mrs. Fred Chapman) of Montana; Grace (Mrs. Edgar Johnson) Portland; Wilfred and Nellie. He was in possession of his Wrentham ranch in 1905.

Silas N. Davis, the carpenter brother of Daniel O. Davis was likewise born in New York and came west to Michigan where he married Isabel Carter and settled on his Thompson Addition place, on the south side of 14th across from the Thompson Addition school. Their children were: Hattie (Mrs. Clifford T. Dennis) of The Dalles who has lived at the old Davis home for more than 60 years and who assisted with this biography and who helped check the list of names of families living in Thompson Addition in 1898 and 1910 and what places they lived on. Other children were: Nellie (Mrs. Dave Morris) The Dalles; Harry of Calif.; Edith (Mrs. Edward Bothwell) Victor; Charles of Calif.; Walter of Portland.

Charles R. Fagan

Charlie Fagan was the son of John and Martha (Morgan) Fagan of Albany, Oregon where he was born in 1869. He came to The Dalles between 1885 and 1890 where The Dalles directory of 1898 shows he was an employee of The Dalles Lumber Co. (Johns Mill Creek lumber mill). He married (1894) Cora I. Davis, daughter of Daniel O. Davis and they lived on the north side of Oak (18th street) in Thompson Addition, adjoining the D.O. Davis property. Mr. Fagan was later employed in the freight house of the Union Pacific railroad from 1909 until his retirement in 1939. His brother Nicholas Fagan was a Flume Walker for The Dalles Lumber Company's flume down Mill creek. Children of Chas. Fagan were: Dan, The Dalles; John of Los Angeles; Charles of Portland and Earnest of The Dalles who is with the U.S. National Bank and who married Jayn Laube and has sons Thomas and James. The Fagan place has been in the family 58 years!

L.L. McCartney, Indian war veteran father of Dalles McCartney, Union Pacific railroader, was one of the first settlers under The Dalles Land Co. and in 1896 he was President of The Dalles Land Co. His place was on the south side of 10 street just east of Thompson street, and the family lived there for about 20 years.

Wm. and James Parish, early 1890 settlers lived on the south east corner of 16 & Thompson streets. Kate (Mrs. Wm. Parish) was a sister to John Ryan, 1901 farmer on the Battengin place.

First School

Hattie Davis (Mrs. C. T. Dennis) daughter of Silas N. Davis and the oldest living pioneer of Thompson Addition (2115 E 12) was a little girl 2 years old, in 1891, when her parents moved into the original Davis house on 12th just back of the Thompson Addition school house, - but there was no school house there in 1891, in fact Mrs. Dennis says, "I walked to the East Hill (Joseph Wilson) school for my first 8 (grammar) grades and later on over to the Whittier High school, and back every night. Now they have to transport the children in big busses. The Thompson Addition school district was not organized until 1900 and the first one room school was built in 1901 and about 10 years later enlarged to the present 2 room structure. Very soon after that the Thompson Addition school was taken into District 12 and for several years during the depression it was closed for economy reasons and the children transported to the larger city schools and when the city schools became overcrowded Thompson Addition school was re-opened, classified as one of the best in District 12, and now children from The Dalles are transported to the Thompson Addition school!"

First Families

"In 1891", Mrs. Dennis continued, "the only houses in Thompson Addition, and this side of the Walter C. Rowe house and barn at the top of Brewery Grade, were the Daniel O. Davis home at 16th & Thompson streets; the Charlotte Scott and Susan Scott-Wilson home, about a block west of the Daniel O. Davis home, on 16th, later known as the O.W. Smith home and now occupied by his daughter Mrs. D.B. Hewett; and the Herman Horn home on the northeast corner of 16th and Thompson now occupied by John Osloske. Those homes were built a year or so before we moved there in 1891 when my father Silas N. Davis, (a brother of Daniel O. Davis) who was a carpenter, built our home and several others in Thompson Addition and The Dalles. I lived in our old home for 60 years, but after the loss of my husband and other members of the family, and because it contained 3 acres which I could not care for, I sold it and bought this smaller home I am now living in now. I have lived in Thompson Addition longer than anyone else and have seen it grow from those 4 original homes to a small city in the 60 years I have been here. The greatest growth has taken place since water was piped over here about 8 years ago, in fact there has been as many homes built here in the last 8 years than there was in the previous 50!"

The First Store

"The first store in Thompson Addition was opened by Conker F. Coe about 1918, at 10th and Thompson streets and on the southeast corner. Mr. Coe came from Sherman county to The Dalles and his wife was Etta Martin, daughter of John and Jane (Brown) Martin of Kent and sister of Harvey Martin. Mr. Coe sold the store to W.A. Coryea and retired to a small cherry orchard across the road from Cherry Park Grange. W.A. Coryea sold to Charles Robinson; Mr. Robinson sold to Edw. Musgrave and he sold to Mr. Hooper who operated the place as a beer and dance hall in World War 2 days. It is now a residence."

"George and Kate Huston opened the Grandview store about 1924 and had a fine stock of groceries. It was a very good neighborhood store until Mr. Huston died, after which the Huston children seemed to "crowd" their mother for payments on the investment faster than the income of the store would permit, the result being Mrs. Huston was unable to keep as nice a stock of merchandise on hand as she should. However she paid off all the obligations against the store, closed it up and it was sold by the children to Helmar Christensen and his wife in 1947. The Huston children enlarged the store building and modernized it for the Christensens and its now up to the original standards it was on when George Huston opened it nearly 30 years ago. It is a very popular neighborhood store and the Christensens, who live in Thompson Addition are very popular people," Mrs. Dennis added.

The Dennis Family

Charles T. Dennis was born in Illinois (1848) lived in Wisconsin and South Dakota before moving to Thompson Addition in 1911. He married Hulda Hammond daughter of Jonathan Hammond who came to The Dalles in 1802. Their children were Mary Dennis who has lived in Thompson Addition since 1911; Alice of The Dalles and Clifford T. Dennis who married Hattie Davis, daughter of Silas N. Davis, whom we have had the pleasure of referring and verifying all data about Thompson Addition, the oldest living resident of Thompson Addition (see above paragraphs), - the queen-mother and first citizen of Thompson Addition!

John Ryan

John Ryan Sr. was born at Dublin, Ireland (1832) son of John and Mary Ryan. He farmed in several of the eastern states until 1864 when he came to Sacramento, Calif. by ox-team and covered wagon, after his marriage in Cedar Rapids, Iowa to Jane McCabe, daughter of Joseph McCabe who came west with the Ryans. In 1876 they moved to southern Oregon and in 1880 to their 5 Mile ranch, joining the Benson place on the Benson road and which has been in the Ryan family for more than 70 years! John Ryan Sr. freighted between The Dalles and Prineville with Grandpa McCabe from 1880 to the extension of the Columbia Southern railroad into Shaniko in 1901 at which time they retired from freighting and continued their farming activities. The Ryan children were: George of Stockton, Cal.; Walter of Mill Creek; Robert of Long Beach, Cal.; Rufus of Long Beach; Henry of The Dalles; Kate (Mrs. Wm. Parish) who lived at the J.B. Small place, 16 & Thompson, southeast corner in 1898 before they moved to Long Beach, Calif.; Emma (Mrs. Frank Marsh) The Dalles; Anne (Mrs. Henry Darnielle) The Dalles; Nellie (Mrs. Elijah P. Koontz) The Dalles and John Ryan Jr. of The Dalles, who married Flora Brown, daughter of Jim Brown of Tygh and farmed for 34 years on the Bettingen place (1902-1936) across 3-Mile creek from Cherry Park Grange, the farm house being on the Old Oregon Trail at its 3 Mile crossing. They farmed considerable Dalles to Boise Military Road Co. land and was purchasing a block of that land and had it about 3/4ths paid for when the bottom fell out from under the price of wheat in the depression days of the 1930's and wiped most all their assets out with the crash. Except for a short time they have since lived on a small place at about 2500 east 10th in Thompson Addition, being 50 year residents and the second oldest living residents of the area. They are both past 65, entitled to an old age pension but have been ruled ineligible on account of owning their own home! Their sons Harold and LeRoy Ryan are employed at The Dalles post office.

Wm. E. McNeal

Wm. E. McNeal was born at Chucky, Tenn. (1849) son of John and Lavina (Fullen) McNeal moved to Watson, Mo. (1853) where he received his early education and married Martha Barnes daughter of Jessiah Barnes of Louisville, Ky. and had Orvin, Claude and Edith McNeal. The family came west by mule team and covered wagon (1882) to Prairie City, Ore. where his father died in 1887 and that same fall the family came on down to The Dalles where Wm. E. worked for the boat company. The next year he went to Seattle and the Tacoma area where his daughter Edith married Jacob Dirks. The family came back to The Dalles in 1890 and operated the old Hotel Dalles for a time and then went to Ashland, Oregon and worked for the S.P. railroad returning to Cascade Locks where he worked for the D.P.A.N. boat Co. and where his daughter died in 1892 and where he lost a son Frank in 1893 and moved back to The Dalles that fall continuing to work for the D.P.A.N. boat Co. Just before the Flood of 1894 he bought his Thompson Addition home at the southeast corner of 18 & Thompson streets, dug a 108 foot well that never went dry, gardened and had a small orchard and built the house now occupied by the Frank Fryman family. In 1901 he sold to Joseph C. Wingfield, retired wheat rancher of 8 Mile and went to Santa Rosa, Calif. and worked with Luther Burbank, the plant wizard, in developing new and better garden vegetables and fruits. The move was made to better his wife's health but she died at Cloverdale in 1901 of T.B. After his second wife's death in California in 1916 he came up to Portland to live with his sisters until 1930 when he returned to The Dalles where he lived with the writer of this history until his death in 1932.

Their children were Edith and Frank who died at Cascade Locks; Claude who disappeared in 1915 and Orvin who married Nettie Davis, daughter of Silas Wm. Davis and Emilene (Reno) Davis of Ortleigh who operated The Dalles to Wapinitia stage line (1885-1897) and were covered wagon pioneers of 1865 to The Dalles from Missouri; and Orvin McNeal lived in Thompson Addition with his father (1894-1901) and went to California with them but returned to farm out near Gresham (1906-07 & 08) returning to The Dalles where the family lived up Mill creek where the Pines Dairy is now located in 1909 and the spring of 1910 but that fall he too died of T.B. leaving the widow and their children: Wm. H. McNeal, writer of this history who was born here in 1899; Emeline (Mrs. Burt M. Anderson) Seattle; John McNeal, The Dalles.

Wm. H. McNeal, the writer of this history moved back to Thompson Addition in 1936 and has resided here since with wife Elva (Wilhoit) McNeal and daughter Gay. Son Ray is married and living in New York.

Joseph C. Wingfield

Joseph C. Wingfield was born at Molalla (1848) son of Joseph and Hanna (Knapp) Wingfield who came to Molalla by ox-team in 1846. He worked out of The Dalles and Umatilla as a pack train operator to the mines at Bear Gulch, Mont.; did mining and sawmill work (1865-1882). In 1883 he moved on to his 8 Mile ranch now owned by J.A. Davidson retiring to the McNeal place in Thompson Addition which he bought in 1901 and lived there 10 years selling to Jess Barnett who sold to Frank Fryman the present occupant. He married Alice G. Ramsby daughter of Maxwell and Elizabeth (Smith) Ramsby who crossed the plains in 1846 with a pony pack train, and Maxwell Ramsby was a Cayuse Indian War veteran of 1848. Their children were: Orville Wingfield, Tenant, Cal.; Elton Wingfield who disappeared in Alaska in 1943; Cora (Mrs. L.C. Lauser) of Seaside and Iva (Mrs. Arthur Smith) of The Dalles. Orville Wingfield owned 750 acres of land in Thompson Addition in 1905 of which 500 acres were in wheat.--History of Central Oregon;--Mrs. Arthur Smith.

1898 Residents

The following named families were also listed in The Dalles directory of 1898 as living in Thompson Addition and their residence location was checked with Mrs. C.T. (Hattie) Dennis: Nathan Betts at west end of Oak or 18 street; Alex, Calvin, David and Wm. Bonner, location unknown; Christman Campbell; Edw. and Maston Parkins were on the Mary Dennis place, on 16th; James and Wm. Parish, southeast corner of 16 & Thompson; Gus Bartell, 1 block east Thompson on 12th now known as the J.C. Bramlette place; Westley Brooks; Frank Brown & Lewis Oaks, draymen; George Coy, peddler; Charles Fraser, barber was on west 16th and later known as the Bert McClure place; James Hickenbotham at old Robert Thompson spring and home-sight later known as the Chas. and Bert Campbell place now occupied by C.D. Light; Joe Hidy, brickmaker; R.F. Reno, teamster; Frank, George, Sam and John Potts about 2114 E 12; Douglas place; S.H. Thompson at 12 & Thompson, 2nd place west; Wm. McKaley, 2 houses west of Grandview store; J.J. Woolery.

After 1900 the following families moved to Thompson Addition; Wm. Gasser, E 10, John Ryan place; Wm. and Jim Gilbert, after Gasser on the Ryan place; O.W. Smith and Chas. McEhron on 16th west of Thompson; J. H. Wise on 18th, west of Thompson; Lewis Pickell on the Woolery place; Ben Hurst moved in from Nebeck;

George Reed

George Reed lived in the Fred Gasser house at 10 & Richland Avenues and his house burned about 1900. Mrs. Hattie Dennis recalled that the people up here obtained enough donations, sold enough quilts etc. to purchase the lumber for the house now occupied by George Barker on the Riverview Dairy location, and volunteer labor erected it for the Reeds; an act of public charity not forgotten.

1910 Residents

Steve Kissender moved in from Smock to the Grant Cyphers place across 9 street from the Grange hall; Rufus Ryan on the adjoining place to the west; John L. Anderson, 2 houses west of school on 14th; Emery Beach on Small place; John Betts on the Bobised place on 14th; Tom Bronaugh on west end of 14th; Frank Carlson near the school; John Hartle, Small place E 16; James Leonard, 18th; John Preston; Frank Sargent 2122 E 10; Ed and Joe Welp, 18 & Morton; Joe Geiger 12 & Richland; Geo. Roberts NE corner 12 & Thompson;

Joe Geiger was born in Switzerland (1884) came to Thompson Addition in 1907; married Nellie Sinn of Wisc. and their children were Vera (Mrs. Bert Thompson) Portland; Ruth (Mrs. Eugene Hammel) The Dalles; Anne (Mrs. Byron Adams) Moscow, Ida.; Margarita (Mrs. Earl Boyd of The Dalles and Ed Geiger who occupies the home place.

John Preston first came to Thompson Addition in 1905; married Celia Hamman and they had: Hazel (Mrs. Lee Martin) The Dalles; Ruth (Mrs. Jim Wilds) The Dalles; and Jack of Thompson Addition.

The Thompson Addition Sunday School Union was established at the school house in 1911 by W.A. Coryea and Dr. Case and is still active after 40 years. Cherry Park Grange was established in Thompson Addition in 1925. The Thompson Addition P.T.A. is active but the Columbia Heights Association was disbanded.

SEUFERTS

Seufert station on the Union Pacific railroad and highway 30 3/4 miles east of The Dalles was named for the Seufert brothers, Frank and Theodore. It is one of the oldest industries at The Dalles and soon to be absorbed and obliterated by the building of The Dalles Dam which will flood out nearly all their holdings above the dam, while the cannery and orchard property below the dam is expected to become "Engineer's Town" for The Dalles Dam, where their offices, homes, community hall and other government buildings will rise much after the fashion at Bonneville and Grand Coulee dams. It was established in 1884 and now operated by Arthur, Edward and William Seufert, sons of Frank Seufert.

Seufert cannery records are a complete history of all the Indians who have fished in this vicinity of the Columbia river, the year they fished and amount of fish they sold to the cannery in addition to what they kept for their own use. We read in the papers where the Indian claim they have "certain tribal fishing rights here on the Columbia river under the treaty of 1854" signed under Treaty Oak, on the Nielsen place up Mill creek, by their chiefs and Joel Palmer, Indian Agent for the government at that time. Some of the Indian fishermen might be surprised to find their ancestor's names missing from the Seufert record, down through the years, if an when the government gets around to call the "Seufert Indian fishing roll" to see who actually fished here in the Columbia since 1884.

Railroads, highways, canals, locks, dams, bridges, power lines, telephone lines, fishermen, photographers, hunters, tourists have all trespassed and crossed Seufert Brothers property, with and without permission down through the years! Some public body is continually condemning or dickering for Seufert property! There has been more trespassers on Seufert property, which is PRIVATELY OWNED the same as yours and mine, than on that of any other individual, company or corporation in the history of Wasco county! The generosity, big heartedness and public understanding of the Seufert Brothers, knows no bounds, nor has any comparison in the 100 years of Wasco county history!

Fish Bills

Astoria fishing interests and labor leaders of Oregon for years have tried to legislate Seufert Brothers out of existence! There has never been a session of the Oregon legislature and few of Washington, that have not had a "fish bill" under consideration, to say nothing of the general elections at which the people have been called upon to legislate them out of business! More light-hearted men would have taken their capital and moved out of the community and state that treated them in such a manner! But they too loved The Dalles as their home town and they merit our profound admiration for being able to take these blows and come back smiling for more! The building of The Dalles Dam will accomplish what state and labor politicians have failed to do, it will destroy Seufert Brothers and all fishing at The Dalles on the Columbia river! The U.S. government will compensate Seufert Brothers and the Indians for this loss, but our memories can never forget the pleasant associations we have had with the Indians and our fishing citizens as well as the grounds on which they fished and the world-famous Celilo Falls which will be replaced by The Dalles Dam Falls of greater height and beauty.

The Seufert Brothers

The History of Central Oregon says Theodore J. and Frank Seufert were born in New York, 1859 and 1856 respectfully, sons of John Seufert, native of Germany, and educated in New York. In 1878 they came to San Francisco and 1882 to The Dalles where they formed a partnership in the meat, fruit and fish shipping business to Montana, Idaho and points east as served by the Oregon Railroad and Navigation Co. and the Northern Pacific railroads which made the only connection with Chicago and the east at that time. They purchased the Whitcomb fishing interests and small cannery in 1884. By 1896 they had expanded to a capacity of 1500 cases per day and employed 125 people during canning season. Some of this help was Chinese labor used in handling and cutting up the fish, a job that few white people would like, and for that reason they have been a target for labor leaders to heckle by legislation and they finally teamed up with the Grange and outlawed fish wheels, used on this section of the Columbia, "as a fish conservation measure." Astoria fishing interests never explain that 75% of the fish caught in the Columbia is taken from the waters of the lower river, so if fish conservation is actually wanted it should be stopped or cut down half in that region FIRST, or make the same percentage applicable to the entire stream!

Theodore Seufert married (1886) Mary McGrail and their children were Roger of Redwood City, California; Theodore of Redwood City, Calif.; Leland of Portland and Mildred, deceased. After the death of Theodore and Frank Seufert, the interest these children had in the cannery was purchased by the heirs of Frank Seufert.

Frank Seufert married Annie Schick and their children were Lillie (Mrs. Geo. N. Rice) of Portland who has a daughter Francis Rice Adamson; Frank Seufert Jr. who died of flu in 1918; Arthur Seufert who married Pearl Baker and their children are Frances, Elizabeth and Edna May Cramer; Edward Seufert married Ellen Coffee and their children were Richard and Edward J.; William Seufert married Esther Beck and their daughter Edra Anne is Mrs. Wm. Deilnsnider.

Frank Seufert by John W. Kelley (Oregonian Story)

The story of Frank Seufert is the story of a poor boy who worked hard for success as an apprentice butcher of New York who slept on a trunk in the back of the shop and went to work at 4 A.M! He saved enough to buy a ticket to San Francisco and had \$4 when he arrived. He worked hard in a San Francisco shop, accumulated \$600 and came to The Dalles to open a meat shop of his own. He studied Columbia river fishing, introduced the fish wheel, bought a small cannery, expanded and made money at Seuferts, which was a land of barren sand dunes in 1884, considered worthless. He levelled off the sand, bought all the manure from Dalles livery stables, planted an orchard and irrigated from 15 Mile creek with success. He drilled for oil on Chenoweth creek and in the railroad yards, at 438 feet struck a tree, but went on down to the end of the basalt at 1003 feet in both wells to blue clay. He invested in land on both sides of the Columbia for 12 miles. While mayor of The Dalles he cleaned out the gambling element and balanced the city budget. He advocated the development of power sites on the Columbia. The Grange and Labor Unions united to outlaw his fish wheels. He planted the first cherry orchard at The Dalles.

BIG EDDY

Big Eddy post office, located 5 miles east of The Dalles on highway 30 at the entrance to The Dalles-Celilo Canal, the Engineers' Town for maintenance of the canal, was established May 2, 1911 with Herdon Maurey, postmaster. It took its name from the big eddy of the Columbia river at that point, which is a mile in diameter and levels off the water of the Columbia after its rapid descent through The Dalles narrows or channel of the Columbia which ends at that point and which will be drowned out in 1956 by The Dalles Dam. The post office was established for government workers who lived in Engineers' Town and the construction men on the canal including the contractors. Mail trains dropped off the pouches and picked up outgoing pouches, by crane, without stopping.

Mrs. Frank Saunders became postmaster in 1918 as Mr. Saunders, an engineer on the canal, was prohibited by the government from drawing more than one federal pay check for employment. Mr. Saunders retired in 1935 and Mr. Beatty was appointed to the vacancy serving until the office was closed July 14, 1936.

Saunders Biography

Frank B. Saunders was born at Empire, Oregon (1874) son of Wm. Saunders and wife Emily (Noble) Saunders and he married Teresa Knowles of Santa Barbara, Calif. after his graduation from the University of Oregon. In 1905 he was engineer on the Yaquina Bay harbor improvement project and came to Celilo in 1906 after 10 years government service elsewhere including Coos Bay. He remained a resident engineer of The Dalles-Celilo canal and was retired under the "Economy Act" of 1934, after 30 years of service in 1935, at which time he had to give up his residence at Big Eddy and move to The Dalles which caused the resignation of Mrs. Saunders as postmaster. Their 2 children were Carrol W. Saunders, owner of the Hospital Pharmacy and Tom Saunders of The Dalles.

Dalles-Celilo Canal

The progress edition of the Chronicle (1952) said: The canal will be flooded out at the completion of The Dalles Dam in 1956 when the dam will rise 40 feet above the canal at Big Eddy. It was completed in 1915 to permit boats to get above Celilo Falls but has been considered a "bottleneck" to river traffic for the last 10 years, as both the locks and canal are too narrow for modern barge traffic and there is 3 locks which delay traffic the year around and a 4th used in high water. A 145 foot reading on the Celilo gauge, 17.4 above "low water" at that point, closes the canal. The flood of 1948 put the canal out of operation 60 days and open for only limited traffic for the next 30 days on account of having to dredge out 127,000 yards of mud washed in by the high water. The canal was designed for steamboats which were replaced in 1935 by larger tugs and barges with 25 towboats and 100 barges in operation by the Inland Navigation Co. and Tidewater-Shaver Co. which haul gasoline and oil to Umatilla and up river points. They moved 1,000,000 tons through the canal in 1951 about double the figure for 1946. The canal was built by the Army Engineers in 1915 under the direction of Col. J. H. Polhemus of Portland. Most of the work was done by the government, rather than contractors, under the superintendancy of James B. Small, civil construction engineer of the Interior Department "borrowed" by the Army Engineers to supervise construction. Building 8 miles of canal through solid basalt rock at a cost of \$5,000,000 was never done before. The kind of "shooting" and drilling required on the canal had to do its "work downward" and not up in the air like the first "4th of July celebration-types of shots" first used on The Dalles Dam, and first used on the canal, until Small took charge. The most difficult task on the canal was the water conveyance tubes, also drilled and shot in basalt, sometimes within 24 inches of the top of the ground, and without shooting through to daylight! Small worked his physical body into waste on that job and retired a cripple and died in poverty, trying to "save the government money!" Now everybody's attitude is to "let Sam pay for it" and Sam (you and I) are squandering money like a drunken sailor! The day of bankruptcy and poverty is "just around the corner!" Did J.B. Small die in vain? Or is economy a thing remembered only in our past history?

The largest number of men employed at any one time on the canal, under Mr. Small, was 1500! There were 8 men killed on the project. The drilling was done by steam, a nice warm job when it was 120 in the shade! It was $8\frac{1}{2}$ miles long, 65 feet wide and 8 feet deep and first included 5 locks to overcome an 81 foot drop in the river. Its completion made navigation possible from Astoria to Lewiston, Idaho. It required 20 for a boat to pass through each lock and 3 hours for the entire canal. The excavation was 1,402,000 yards of basalt and 1,606,000 of sand. Col. Jay J. Morrow supervised for the Army Engineers with Capt. T.H. Dillon, resident engineer. The work was under contract from 1905 to 1910 when the Army Engineers took charge under Col. J.H. Polhemus. Other engineers were Maj. W.C. Langfitt, Lt.-Col. S.W. Rossler, Maj. J.F. McIndoe, Maj. J.B. Cavanaugh, Lt.-Col. Jay J. Morrow, Capt. A.A. Fries, Capt. Henry H. Roberts, Capt. Theodore H. Dillon and Civil Engineers: Fred C. Schubert, G.E. Goodwin, F.E. Leefe, W.G. Carroll, James Brownlee, J.H. Polhemus, Frank B. Saunders, A. Seymour Fleet designed the gates of the locks here and at the Cascades. Fred Shubert. The first survey was made in 1900.

Opening Celebration

At the opening celebration May 6, 1915 the Chronicle reported 10,000 people in attendance. Miss Wilma Donnell was Queen of the celebration. Several special trains and all the available passenger boats were on hand, the boats went on up river to Maryhill and turned around. The writer of this history was on one of those boats. While the canal received very little boat use until the recent barge activity, its completion kept freight rates down thereby saving millions of dollars for the people of the Inland Empire. It meant a "free river for the people" Capt. J.N. Teal said.

There was a celebration held at Maryhill, Wash. participated in by Samuel Hill, Gov. Lister of Wash., Gov. Alexander of Idaho, Senators Poindexter and Jones of Washington, Frank Branch Riley, Congressman N.J. Sinnot of Oregon and a host of other noted people.

Walla Walla, Umatilla, Vancouver, Pasco, Kennewick all held celebrations. At Lewiston a monster parade portraying the entire history of Lewiston was staged!

CELILLO - FERRY - DILLON

The post office of Celillo on the Union Pacific railroad and highway 30, 12 miles east of The Dalles and named after the "Si-le-lah" tribe of Indians was first established as a post office, according to official records May 27, 1889. The only postmaster's name we have in that early period is Irwin Taffle who served from 1898 to 1910. Closed the first time March 15, 1914.

Ferry

In the meantime work had progressed enough on The Dalles-Celillo canal for Wm. Tom Ferry, who operated a store in the sand dunes at Dillon, to apply for a post office and mail service which was granted Oct. 26, 1912, on the Union Pacific railroad 8 miles east of The Dalles as FERRY post office, with Tom Ferry, postmaster and Charles E. Frye, his store clerk and assistant postmaster. The office served largely the transient workers on the construction of the canal and the contractor and engineers.

Dillon

Then in April 1914 an application was made to the post office department to change the name of the post office from Ferry to Dillon, in honor of Capt. Theodore Dillon, Army Engineer on the canal project. The application was granted and the name was changed to DILLON April 8, 1914. Wm. Tom Ferry continued to operate the office in his store at Dillon with Chas. E. Frye, his store clerk as assistant postmaster.

Celillo

On May 20, 1915 the office was closed at Dillon and re-opened at Celillo with Charles E. Frye as the postmaster with the office in his little store at Celillo, 12 miles east of The Dalles on the Union Pacific railroad which brought the mail out and picked it up by crane hook without stopping. Mr. Frye continued as postmaster until his retirement in 1946 at age 70, with 31 years of service. In 1947 and 1948 the office was handled by Mr and Mrs Nels Helmick whose place of business was wiped out by fire in 1949 destroying the post office. It was re-opened in 1950 with John Quints, Indian, in charge who gives part time service.

Chas. E. Frye

Chas. E. Frye was born (1875) son of George Frye and married Laura Bridge, his assistant postmaster at Celillo who died in 1951. Their son Warren is in police radio work at Phoenix, Arizona. Mr. Frye was a carpenter and salesman before he joined Mr. Ferry in the store at Dillon in 1912. He held two commissions as postmaster at Dillon Jan. 4, 1915 and at Celillo June 28, 1915. When he retired Robert Hannegan, postmaster general wrote him as follows, "It has come to my attention that you have retired from the position of postmaster at Celillo, Oregon. You may be proud of your record and the loyal and efficient service you have rendered. I extend my personal congratulations and hope you will enjoy many years of happiness."

More Than 100 Years Old

Celillo is a far older town than its postal history indicates. When Lewis & Clark came through there in 1805 they found an Indian fishing village with Indians living in "houses" and about as "modern" in 1805 as they are in 1952! They noted them spearing salmon in the same primitive manner that they had always fished. The tribe was known as the Si-le-lahs which controlled the fishing site and the bartering for food (fish) which they traded for other foods or articles. Celillo Falls site had a great value and many battles were fought for its possession. They dry-packed their fish, after pounding it up fine, in baskets of grass, 1 X 2 feet, which they lined with salmon skins dried for that purpose. The dried fish would keep several years in those containers-- and could be transported for great distances and would sustain life without any other food! They were friendly Indians, to the whites, and readily made trades for food, with all comers, indicating they made large catches and dried lots of fish for their trade with visitors.

When Orlando Humason and Capt. R.H. Thompson first operated their wagon portage over the Old Oregon Trail between The Dalles and Deschutes Bridge post office at the mouth of the Deschutes River in 1858, they had to detour back for a better landing toward Celillo, after the larger steamers replaced the first boats they launched and served at Deschutes Bridge. Arthur Cook, Wasco County road engineer referred to Commissioner's Journal A, page 4, which "declared the Humason road from the Humason ranch to Celillo, a public road Sept. 6, 1864. (It mentions a previous road)." It was 2½ miles from the Old Oregon Trail down through a gap in the bluff to old Celillo, about one mile east of the present Celillo town, and it existed as a settlement of white people in 1860. Some of them were fishermen, some bought fish, others were in the river transportation business, and still others ran an inn, livery stable service or were freight handlers, boat builders, freighters or stage coach operators. The Jones hotel and tavern was one of the earliest in existence in the 1860's.

In 1885 Ed Sharp said he "surveyed a better road down the bluff for Capt. I. H. Taft so he could get to his fish wheel. He located there in 1885. There had been another road down the bluff." The platted town of Celillo was filed April 28, 1910 by the Celillo Investment Co., A.L. Holt, President and J. W. Gussie, Secretary.

Oregon Steam Navigation Co.

In 1862 the O.S.N. Co., as we have previously stated, built The Dalles to Celillo Portage railroad, acquired Bradford & Co., Ruckles & Olmstead, Humason & Thompson on the upper river and had a complete monopoly of the river transportation business. The east terminal of their railroad was at Celillo where they built a large wharf on piling about 35 feet wide and 1100 feet long, a photo of which exists in the Lulu Crandall files at The Dalles library. The railroad tracks were on the south side of the dock while the steamers landed on the north side. The dock being long as The Dalles Port docks, gave plenty of storage room for discharging and transferring cargoes, most all of which was going up river to the miners of eastern Oregon, Idaho and Montana. They also had ways for building and launching boats at Celillo. They had machine shops, carpenter shops, blacksmith shops, hotels, restaurants or boarding



Logging By Oxen



Celilo SALMON FISHERIES



Surgeons Quarters - Fort Dalles



Oxen Logging



Fort Dalles Bakery

houses for the men, bunk houses, gambling hall and saloon. Celilo was a very important little city then. G. Erskine operated the hotel in the late 1860's and 1870's. The maternal grandfather of the writer of this history, Silas Wm. Davis was a carpenter and boatbuilder at Celilo in 1865 and 1866 while his wife cooked for more than 20 of the men. There were other cooks for other similar construction crews. Later Mr. Davis was a member of the train crews on the old Dalles to Celilo portage railroad, before he (Davis) bought The Dalles to Wapinitia stage line in 1885.

Some of the boats built at Celilo by the Oregon Steam Navigation Co. were the Annie Faxon, John Gates, Harvest Queen, Spokane, Okanagan. The freight rate between The Dalles and Celilo was \$15 per ton! From The Dalles to Lewiston it was \$80 per ton! But even at those fantastic charges the O.S.N. Co. had more freight offered to them for transportation than they had room on their boats to carry! Boats designed to carry 150 tons were charging at those rates for 300 tons! Passenger fare were equally as high, \$60 from Portland to Lewiston!

By 1880 the men in charge of the O.S.N.Co. were getting well along in years and readily sold out to Henry Vallard for \$5,000,000 (\$25,000,000 1952) and The Dalles to Celilo railroad became one of the oldest links in the Union Pacific railroad system. The Oregon Railroad and Navigation Co. commenced immediately to extend the line from Celilo east to Wallula where a connection was planned with the Northern Pacific railroad for service to Chicago. By Nov. 20, 1882 trains could reach Celilo from Portland and could proceed eastward as far as Boardman. By August of 1883 the Northern Pacific completed their lines into Wallula, having already made a connection from there to Messner, near Boardman with the O.R. & N Co. The line was completed from Umatilla to Huntington in 1884 and the Union Pacific assumed control in 1887.

Celilo by Capt. W.P. Gray

Capt. W.P. Gray, 1854 native son of Hood River and The Dalles, in the Hoppner Gazette-Times May 13, 1915 said, "In the early days it was necessary to load river craft along the Columbia between Celilo and the Deschutes river by letting freight wagons down the steep perpendicular cliffs by means of ropes, near the present site of Celilo where there is a narrow cleft in the rimrocks, and this chute formed a natural track for the loaded vans (between 1858 and the building of The Dalles-Celilo railroad in 1862). Captain Lawrence Coe is credited with naming Celilo, who, when he heard of the plan (to bring wagons down through the bluff) said, 'I see, lie low;' and that expression became contracted to Celilo, which is famous for its primitive Indian fisheries."--Louis Fritz scrapbook.

This important article from Louis Fritz's scrapbook clears up the mystery of how Orlando Humason and Capt. R.R. Thompson got their wagons from the Old Oregon Trail to Celilo-boats or landing docks in that region before the building of The Dalles to Celilo Portage railroad in 1862. At the time Edward Sharp surveyed the road from the Old Oregon Trail $2\frac{1}{2}$ miles down to Celilo in 1885 he had noted another road had previously been used down through the bluff and that the lower sides of that road were rip-rapped with rocks to hold the soil, and was quite steep. It has since been washed out and covered with blow-sand, but it was about a mile east of the present site of Celilo. The empty wagons could return over the same road, but loaded wagons had to go up to Deschutes river and follow the Old Oregon Trail until Sharp made the improved road for Taft in 1885. The Indian cemetery is on the bluff on the old Taft road.

Celilo by Frank Gill

The Dalles to Celilo railroad was 5 foot gauge and had to be changed to the standard 4-- $8\frac{1}{2}$ in 1880. The Walla Walla railroad was 3 foot gauge and the first tracks from Wallula to Irrigon was 3 foot which had to be changed to 4-- $8\frac{1}{2}$. The Dalles to Celilo portage railroad was extended to Blalock in 1880 with 56 pound (to the yard) rails. The locomotives burned wood and had to be "wooded up" about every 20 miles. Freight cars held 10 ton of freight. There were no sleepers or diners on the passenger trains. There were no automatic couplers, no air brakes, no electric lights, steam heat or air signals. When the engineer whistled for "down brakes" brakemen ran the full length of the train, on both passenger and freights, setting the brakes on each car! There was no signal system and split switches were not in general use. (Such was The Dalles to Celilo railroad (1862-1880).--1952 Progress Edition, Dalles Chronicle.

Celilo by Lulu D. Crandall

My brother M.Z. Donnell (Dalles druggist) and I would ride our ponies over to Celilo, about 4 miles, from our 10 Mile (Lower 15-Mile-Brookhouse station) ranch. Old Celilo was about a mile east of the present Celilo station, where the boats loaded for the upper river country with freight and passengers to the gold mines at Lewiston, Baker or Boise. We would watch entranced as the big palatial steamers came in sight and come in and land at the wharf to discharge passengers, freight and baggage. There was no down river freight comparable to that on the trips up river to Umatilla, Wallula and Lewiston. There was always a full passenger list leaving.

The warehouse (wharf or dock) was over 900 feet in length and built on an incline in order to suit the rise and fall of the river. Steamboats easily ran up alongside and discharged or loaded without trouble. There was always tons of freight piled up and ready for the upper river trip and passengers, who came by train or private conveyance, to catch the boat.

I remember seeing big boats under construction on the ways, soon to be launched. The boats at Celilo in those days were the Col. Wright, Tenino, Okanagan, with Capt. Stump and Capt. Coe in charge. Old Celilo was quite a berg of cheap little houses, set in the sand bank, in which families lived that belonged to river men, or to the gang of ship carpenters, building or making repairs on boats. There was a hotel for the entertainment of the workers and passengers.

The portage was completed in 1883 and the "little pony" puffed up and down the 15 miles of track from The Dalles to Celilo, and was owned by the Oregon Steam Navigation Co. and was the second railroad in Oregon (the first being at Cascade Locks to Bonneville).

Not a vestage of old Celilo is left today to tell of the buisy life that once was hers, except some piling that indicates where the warehouse (dock) was. No one knows who gave the steamboat landing its name, nor from which Indian dialect it came. It is thought to mean "shifting sands" a well-taken conclusion when you once experience the sand-blows that are common there.--Optimist 1931.

Celilo In 1872 by L.J.G. Runkle

Here are the famous salmon(Celilo)falls, up which the salmon go to the quiet reaches of the river to spawn, shooting the rapids with incredible agility, as you watch fascinated. Up they come through the fierce sucking waters, gleaming white against the black stones that here and there tear the water. First a few come together, then a multitude swirls along, then the whole river, from side to side, is light with their innumerable host. They mind that precipice and torrent no more than if it were a summer pool. They swim swift and stately to the very foot, where you lose them in the seething whirlpool. Something flashes in the air, elastic, strong, light. Something glides up the stream above the falls. The daring, determined, wonderful thing has made that leap, defied rock and torrent, and found its safe shelter in the quiet pool beyond. Or there is the flash and then a struggle and the poor bruised creature, wounded to death against the shap-edged stones, drops back upon the current and floats down a bloody track, dying after a little while. So they come and come and come, myrads of them, and leap, and win or lose, for all the hours of the day and half the days of the year(indicating greater runs than now).

All over the rocks at the foot of the falls flutter the scantily-clad Indians, who live chiefly on salmon. When they have dried twice-over all they can consume they continue to go to the falls, day after day, to spear the beautiful fish and throw them out on the stones to die.(The extra fish were dried, pounded up fine and bundled for winter use, trade or sale in exactly the same manner and reason the white man takes more fish from the river than he can eat.)

The forests, above The Dalles, disappear and for miles on miles the banks(hills)are covered with thick brown grass. Most tourists seldom venture above Wright's Harbor, 250 miles from the sea(John Day damsite). River steamers ply 400 miles up the Columbia and Snake into Idaho. When the railroad connects the headwaters of the Missouri with the Columbia, the 600 miles of track will open up a wealth of trade and the most magnificent wilderness of the world to travel. But at present it is well to pause at Celilo where there is the largest warehouse in the United States!--being over 1100 feet in length and built to recieve the Idaho freights. There is nothing else in or near Celilo, so back we go, leaving the falls, salmon, Indians, desert, whirlpool and whirlwind at your back for the convenience and comforts of The Dalles.

The Dalles Rapids. The endless wonder of the Pacific-coast journeys is the suddenness of their changes as if some supernatural scene-shifters were kept constantly busy in whipping off old scenes and settling up new and unexpected ones. The 15 miles of portage show superb river scenery. The river is a succession of rapids, falls and sucking currents, where The Dalles troughs are through flag-stones, which give their name to the town and make crooked narrow channels for the stream. Every form which water may put on, every tint with which it can be made beautiful, every caprice or motion which it can move, finds illustration in the Columbia river. The whole stream pours through The Dalles rapids-gateway, not 50 yards in width, whose sides are perpendicular precipices, hewn as with impliments! Smoother, green and glassy it slides under the brown shadows only to be torn again, into a hundred ribbons, by the rocks below, as it has just been torn by the rock above, at the (Celilo) falls above 20 feet high.

The Dalles

The Dalles is the second town of Oregon. The Idaho miners make it their base for supplies. The gold comes to The Dalles for shipment and this babe in the woods even dreams of a mint! But the interest of the traveler is not in gold but in the wonderful scenery of the river and mountains. The trip back down the river, in the morning, with the light behind you, is even finer than the sail eastward!

---Picturesque America 1872; reprint Spokesman-Review, Spokane, Dec.2, 1951.

The Dalles Dam and Celilo by Joe Kelley

The Dalles Dam, on the Columbia, when completed(1956), will obliterate another of the river's most historic Celilo Falls; just as historic Kettle Falls became a thing of the past with the rising waters behind Grand Coulee Dam. The Cascades disappeared behind Bonneville Dam. Only in memory will these beautiful and inspiring river falls remain to men! (Man merely moves the falls to the site of the dams, he does NOT obliterate them). Celilo Falls holds an even more impressive place in history, as a fishing rendezvous for Indians than did Kettle Falls. Early travelers called it Salmon Falls and marvelled at the sight of the Indians fishing there.

As historic and beautiful landmarks of the Columbia river pass from sight, with the building of dams and other monuments of progress, it becomes more and more important that man's recollections of those landmarks be TREASURED ZEALOUSLY!--Spokesman-Review, Spokane, Wash., December 2, 1951.
(Paper loaned for this history by H.G. Miller whose biography is listed on page 71).

Celilo 1898

John Gavin's Dalles directory of 1898 lists Celilo as a fishing point and fish packing and shipping point with Frank and Thordore Seufert the main fish buyers and shippers. I. H. Taffe, was postmaster and a fish wheel operator at Celilo. Martin Spellman was section foreman for the railroad and Tom Welch listed himself as a farmer of Celilo.

Celilo 1903

The Oregon State legislature appropriated \$165,000 for the cost of acquiring the right-of-way for The Dalles-Celilo canal and the second portage railroad to be used in connection with the construction of the canal. The second Dalles to Celilo Portage Railroad was completed in 1905 so work could commence on the building of the canal by the government.

Celilo in 1910

The 1910 Polk directory of The Dalles listed I. H. Taffee as still the postmaster at Celilo and still operating his fish wheel there. The population of Celilo was listed as 20, exclusive of Indians who have always had an important fishing village at that point.

In 1912 The S.P.& S. Railroad bridge was completed at Tumwater, just below Celilo at \$3,000,000 cost.

DESCHUTES BRIDGE--MOODY--MILLER

The post offices of Deschutes Bridge, Moody and Miller, are three different names all applied to the same place at the mouth of the Deschutes river, 19 miles east of The Dalles on the Union Pacific railroad, Old Oregon Trail and Highway 30.

Deschutes Bridge

The official post office department records show that the Deschutes Bridge postoffice was opened March 3, 1860 and closed December 6, 1860. It was served by The Dalles to Deschutes Bridge stage coaches serving Orlando Humason & Capt. R.R. Thompson's upper Columbia river steamers and left the Umatilla House promptly every morning at 5 A.M. so as to reach the steamers when they shoved off at 7 A.M. for Umatilla, Wallula and Lewiston. This old emigrant crossing and post office location has a history a mile long and one of the richest in all our annals.

Emigrant Crossing

Way back in 1843, 109 years ago, Dr. Marcus Whitman led the first wagon train of emigrants to Oregon, and a part of that train came on down and forded the Deschutes river, at the mouth, where it is shallow enough to wade across in low water each fall and came on to The Dalles, blazing the Old Oregon Trail by wagon tracks, for the first time, and writing history at Deschutes Bridge crossing. A painting of the Emigrants Fording the Deschutes, by H.R. Altermatt of Shaniko, hangs on the wall of the first floor of Wasco County courthouse in The Dalles and Mr. Altermatt has said more in that painting than any words can duplicate. It shows that Deschutes Emigrant Crossing at Deschutes Bridge is one of the most important and historic spots in the Pacific Northwest!

The Freemont Exploration party crossed the Deschutes at Deschutes Bridge in 1843. In 1844 1500 emigrants made the crossing. In 1845 3000 crossed there. In 1846 2050 made the ford. In 1847 war prevented emigration but more than 1000 soldiers went up and back the Columbia over Deschutes Bridge ford. In 1848 2000 emigrants made the ford and the same number in 1849. In 1850 2500 forded. In 1850 3000 knew of the ford which makes a total of 18,000 Oregon Emigrants who were very much impressed with the importance of Deschutes Bridge Emigrant ford up to 1850! The women and children could never forget the Indians camped at the mouth of the Deschutes who guided the emigrants to the most shallow ford spot and used their canoes and dugouts to ferry them across the river. There was always considerable bartering for food and clothing, for their efforts, as the Indians never had enough to eat or wear. They were friendly Indians although some of them would walk off with loose property and round up stray cattle for their own use.

Deschutes Bridge Ferry

By 1852 Nathan Olney established his ferry at or near the mouth of the Deschutes river. Just how many of the 18,785 emigrants of that year patronized his crude ferry is not known, but his presence marks the first settlement at Deschutes Bridge. His tolls were \$3 a wagon. Many couldn't pay the tolls or didn't want to and made the ford as did 74,000 head of cattle, 7700 horses and 23,000 head of sheep! In 1853 8000 emigrants passed through Deschutes Bridge and most of them used Olney's Ferry. In 1854 2000 emigrants passed over Olney's Ferry and with this drop in business he sold his ferry.

Deschutes Bridge by Carson C. Masiker

The Chronicle of Sept. 12, 1930 quoted Carson C. Masiker, one of our outstanding historians, as saying, "The mouth of the Deschutes river was the landing place for the upper Columbia river boats when the Col. Wright, Okanogan, Tenino, Spray, Webfoot, Cascadilla and a fleet of schooners ran on the upper river. It is recalled to my mind the days when the old Portage Co. (Wagon Portage Co. of Orlando Humason & R.R. Thompson) had its teams on the road and its wagon station at Ranch Hollow (Company Hollow), with its stables, mess house, blacksmith, Inn and shops, 9 miles east of The Dalles (near Fairbanks). Orlando Humason, I think was President of the company. Many times I have seen the patient mules toiling slowly and laboriously up old 10 Mile hill (out of Fairbanks). A four-horse stage coach ran from The Dalles to the Deschutes carrying passengers to and from the boats. The landing was quite a buisy place until Celilo sprang up (1862) and then it was all done.

The GRAHAM BRIDGE crossed the Deschutes at the mouth. The Graham place was on the east side of the Deschutes. Chas. Poole lived on the Graham place. He married Jane Graham. In the hard winter of 1861-2 he started out with John Irvine of The Dalles and rescued stranded passengers, snowbound near Price's Station on Spanish Hollow (near Wasco) who had tried to make it to the Deschutes river from Leonard's Bridge, on the John Day (now called Cottonwood bridge). Jonathan Mulkey was so badly frozen that he died after being brought to Deschutes station by Irvine. Deschutesville was on the west bank of the Deschutes river, at the mouth, and was the old steamboat landing place.

The Gordon, or middle river bridge, of the Deschutes, was owned by C.J. Cowne and Thomas Gordon and located above the Graham bridge (about 3 miles). The Gordon house was on the east end of the Gordon bridge and when the bridge washed away, Ella Silvertooth, 8, step-daughter of Cowne, cried because she lost her pet cat- which floated down the Deschutes with the bridge and house. Her mother barely escaped, crossing to the west side, just before the bridge went out. She walked with her 2 children to the stage road to The Dalles. (The Gordon bridge was on The Dalles to Boise Military Road--see page 160).

The Dalles

The Dalles was a lively place in those days and had a bad name, worse than it deserved. It was said 'that The Dalles had a man for breakfast every morning', but I can truthfully deny the charge. I was first in The Dalles in 1860 and was acquainted with the town until 1870 when I went to the John Day country. I have seen the streets of The Dalles blocked with wagons and teams and pack trains. We settled in Spanish Hollow where we operated the Price Stage Station on The Dalles to Walla Walla and Salt Lake City runs. Earnest Miller ran the stage from The Dalles to Walla Walla in 1861-2, the winter it snowed him in at Wells Springs with 16 passengers!- most of them were miners bound for The Dalles. They collected at McDonald's Ferry on the John Day and some of them, as stated above, tried to come on through the snowdrifts to the Deschutes river and lost their lives or were frozen. I was 10 years old at the time.

Deschutes Bridge by Capt. A. J. Price

Capt. A. J. Price, historian of North Bonneville, formerly of Wasco and Sherman counties and for years operator of The Dalles to Granddalles(Dallesport)ferry writes as follows:

As a boy I was told that before I was born(1866)the first freight and passengers for the upper river, was hauled from The Dalles, past "Company Ranch"(near Fairbanks), and over 10 Mile Hill to the mouth of the Deschutes where the boats were loaded. The boats used the Oregon channel so their landing had to be near or just below the mouth of the river. Consequently they did not "go over the bluff" as some seem to think. After 1863 the railroad was used and this route was discontinued.

The Graham family located on the east side of the Deschutes river in about 1855. His first name was William. It is my understanding that he built the first bridge. Thomas Jefferson Millar never had anything to do with the Deschutes Bridge,--at an early date he had a ferry between Chamberlain Wet, Wash. and where Rufus now is. In 1876 Mrs. C.S. Miller bought the Graham Bridge and place. She was the daughter of Hardin Corum, who lived at the west end of the bridge and was gate tender, the gate being at the east end of the bridge. She sold to Malcolm A. Moody. I don't know what year that transaction took place.

Gordon Bridge

A man by the name of C.J. Cowne built a bridge about 4 miles above the Graham Bridge(1864)and sold it to Thomas Gordon. A stage line used this bridge for a while between The Dalles and Canyon City. Later its route was changed to Sherars Bridge. Gordon sold the bridge to The Dalles to Boise Military Road Company. It was reported at the time that the price was \$5000. The company also gave the Governor a trip of inspection to Canyon City. They got every odd section of land 3 miles on each side of the road. I never heard that Silvertooth had any connection with the Gordon Bridge.

The Dalles Ferry

I don't know much about the early history of the ferry at The Dalles(see page 133), but in 1879 The Dalles Ferry Co. was organized and the steam ferry boat was built. The Name of the boat was "The New Western Queen." I don't know who owned it at that time, but when I first came there the owners were A.H. Curtiss, L.W. Curtiss, Bill Brune and J.T. Peters. That was in 1905. Later L.W. Curtiss owned it all. About 1914 he sold to W.P. Reed. Reed sold to Fred Smith in 1917 and Fred sold to C.T. Smith and C.T. Smith sold to Wasco county for \$300,000.--A.J. Price, North Bonneville, Wash. April 4, 1952.

Price--Masiker Biography

Carson C. Masiker, historical writer of the article on the Deschutes Bridge on the previous page and the history of 15 Mile creek, quoted herein, was an 1880 resident of Dufur, son of George Masiker, brother of William, Esther and Elmira and half brother of Capt. A.J. Price.

Capt. A. J. Price, historian of Sherman and Wasco counties, resident of North Bonneville, was son of Sam Price, operator of Price's Stage Station on The Dalles to Walla Walla and Salt Lake City runs, whose father was born in Ohio about 1835, came to Oregon by covered wagon in 1853 and to Dufur in 1880 where he worked for George Masiker. His brother John Price enlisted in Co. G at The Dalles during the Civil War. When the Masiker family went up to San Springs to open a stage station Mr. Price went along and when George Masiker died Mr. Price married Mrs. Masiker, continued to operate the Price stage station until 1872 when they went back to Dufur to live. Carson C. Masiker is buried at Price's Stage Station, about 4 miles north of Wasco, in Sherman county, now owned by Hugh White and Vic Anderson.

Deschutes Bridge Boat Terminal

As previously mentioned, Orlando Humason, Father of Wasco County, and Bapt. R.R. Thompson, Donation Land Claim founder of Thompson's Addition to The Dalles; in 1858 went out to Dufur and built the Mountaineer, rolled it on rollers by oxen(see story under Dufur)to Deschutes Bridge and launched it as the first scow-type sail boat on the upper Columbia from Deschutes Bridge to Wallula and return once a week. It paid for itself the first trip! They then built Col. George Wright steamer and other boats mentioned above, all of which paid for themselves in the first few trips! To supply these boats with the freight to haul, they organized a Wagon Portage Road Company, built some of the largest road or freight wagon vans that ever operated over the Old Oregon Trail; built a little town southwest of Fairbanks about 2 miles, which they called "Company Hollow or Company Ranch", which had its Inn, blacksmith shop, livery stable to change horses on freight wagons and stages BOTH WAYS, carpenter shops, houses for the workmen, corrals for the mules and horses and barns for feed and hay. Company Hollow was the half-way point between The Dalles and Deschutes Bridge, on the Old Oregon Trail.

At Deschutes Bridge, as both Mr. Masiker and Mr. Price have stated, they had another town, which we find post office records called Deschutes Bridge. It had its Inn or hotel for passengers, its shipyards for building boats and repairing boats, like they had at Celilo, carpenter shops, blacksmith shops, a store, saloon, houses for workmen and rivermen and their families, a large dock for relieving freight, horse and mule shoers, machine shops, and a voting precinct called Deschutes. The life of these two little busy towns was 5 years, but they were the biggest little towns in Oregon at that time! Thousands of miners and emigrants knew Deschutes Bridge and Company Hollow just as well or better than we know Celilo and Oriley today. Stages left the Umatilla House promptly at 5 A.M. in good weather, to make the 2 hour dash to Deschutes Bridge to connect with the 7 A.M. boat. Boats took all day to make it to Wallula, returning the next day. They therefore had to have 2 boats for daily service for passengers and an extra freight boat or two that did not run on schedule. Miners laid over at the Inn or bunk houses for the freight boats, when the regular boats were loaded to capacity, or in case they wanted to go on up to Lewiston. In 1882 the Oregon Steam Navigation Co. bought out Humason and Thompson and built The Dalles to Celilo Portage road which commenced operations in 1883 making Deschutes Bridge

only a memory in our history as a river terminal. Deschutes Bridge post office was reopened Feb. 20, 1886 and operated until Oct. 14, 1893 with R. Burnell as the first postmaster in 1886.

Deschutes Bridge by Carson C. Masiker

Nathan Olney, First permanent resident and merchant of The Dalles and first operator of the Deschutes Bridge FERRY, in 1854 sold to Wm. Nix who continued to operate the FERRY until he built the Deschutes bridge in 1858 or 59, where the Miller bridge stood. The Nix bridge was but little more than half as long as the Miller bridge. C. J. Cowne was toll collector. He had a house at the east end of the bridge. The freshet of 1861 washed away the bridge, house and most of his field, the river since occupying the site of the house and the field. In the spring of 1862 Nix put in a ferry 2 miles above the bridge.

Joe Simpson took Mr. Cowne's place; then Wallace Greenwood succeeded him until the summer of 1864. In 1862 Stephen Coffin put in a ferry at the mouth of Nix Canyon, 3 miles above the site of the bridge, then Nix built a bridge alongside Coffin's Ferry which closed his ferry and the lower road.

The Col. James Fulton, Wm. Graham and S. Smith put in a bridge at the site of Nix's old bridge, near the mouth of the river in 1864 and divided the travel with the Nix bridge. The high water of 1866 washed away the lower bridge and C.S. Miller built a bridge on the site of the old (lower) Nix bridge. This bridge, with various repairs and rebuildings, stood until Moody came into possession of it and it lasted until the concrete highway bridge was built in 1922.

I first saw the Nix bridge in 1860 and it appeared to be about 5 years old. I never knew what date exactly it was built in. Mrs. Silvertooth, a stepdaughter of Mr. Cowne could give you that date.

Wm. Nix, John A. Simms and Orlando Humason constituted the bridge and ferry company although it was always spoken of as the Nix bridge and ferry. Wm. Nix was later a saloon keeper and gambler in The Dalles.--The Dalles Chronicle Sept. 22, 1924; Lulu D. Crandall clippings. (Wm. Nixon carried mail and passengers in the winter, in a sulky, when the stages couldn't run, from The Dalles to Walla Walla Deschutes Ford in 1844 by B.F. Nichols

On arriving at the Deschutes river and being told we could ford it only below the rapids, near its entrance into the Columbia, and in order to keep in shallow water, we had to make a curve down stream, starting at a 42 degree angle, which, if continued would take us into the Columbia river; but near the middle of the Deschutes, we made a wide, sharp, curve to the left and up stream to the opposite bank! With the assistance of an Indian, acting as pilot, and riding below the teams, while crossing, we all got over without an accident.

After crossing the Deschutes river we drove up and through (EMigrant) the gap in the hills, south of the present S.P. & S railroad bridge; and down to 15 Mile where we camped (Fairbanks). The next day we landed in The Dalles and found some of the emigrants we had travelled across the plains with the year before!

The families, with their household effects, went on down the Columbia river in boats and canoes. The horses and cattle were driven down on the south side to the Cascades, then swam to the north side of the river; going on down to Vancouver where they were swam back to the south side of the river; then on down to Oregon City. We had to wait turns at The Dalles 2 weeks for the few boats to take us down.

Mr. Brewster occupied the Mission at The Dalles. Mrs. Brewster was a pretty lady and talked Chinook with the Indians. The Indians told her how they used to cross the Columbia at the Cascades, on the ground, when they were boys, and that the water flowed under the bridge of earth and that it fell when Mt. Hood and Mt. Adams smoked and shook the earth, and threw their hot rocks and ashes at one another! At the Cascades and above the Cascades we saw trees growing in the water. The ice had cut off their tops.

NOTE:- A lot of historians have belittled the Indians story of the Bridge of the Gods at the Cascades.

But I do not believe these Indians were lying to Mrs. Brewster when they said they crossed such a bridge at the Cascades, AS BOYS! The Methodist Mission existed at The Dalles from 1838 to 1846 and Mrs. Brewster was there from 1840 to 1845. Those Indians were boys about 1780-90! There is lots of evidence to support the Indians stories and little to prove they were NOT telling Mrs. Brewster the truth. For more Bridge of the Gods story see under INDIANS.

The Dalles to Celilo Portage Railroad

The Dalles to Deschutes Bridge Portage Wagon Road was replaced in 1863 by The Dalles to Celilo Portage Railroad, on which construction was started in 1862 and over which the first trains operated April 20, 1863. The old portage wagon road could only operate in good weather and then it was at best a hot, dusty long hard trip, or when it rained was 19 miles of mud, and in the winter 19 miles of snow drifts which completely closed it to service! Capt. L.W. Coe and Capt. Gray who were associated with Orlando Humason and Capt. R.R. Thompson are to be remembered as the 4-Horsemen of upper Columbia river transportation.

The 14 miles of railroad from The Dalles to Celilo was shorter than the 19 miles of wagon road, it was level and its bed was steel track, there was little dust, less snow drifts which allowed it to run the year around, except during blizzards or when the river was frozen over. The locomotive was of the Oregon Pony design and made by the same builders, Danford & Cook, Paterson, N.J.; but it was larger than the Pony. The passenger and freight cars were larger and like those in common usage in the east.

First Telegraph Line

The first telegraph line from Portland to Celilo was constructed by the Oregon Steam Navigation Co. in 1863 in order to have complete dispatcher control for all their boats and the trains between The Dalles and Celilo. Boats did not run on perfect schedules. When a boat arrived at Celilo or The Dalles its arrival was reported to the dispatcher and he ordered the trains to hurry to Celilo to meet the boat and bring back the passengers and return later for the freight. It was a busy little railroad running a 24 hour service during those first years.

MOODY---MILLER

The post office of MOODY, named for Congressman Malcolm Moody prominent Dalles merchant of the 1880 and 1890 periods, was a more modern name for Deschutes Bridge, which was closed as a post office in 1893 and practically forgotten during the Deschutes railroad building boom of 1910-12. The Moody post office was opened on the Wasco county side of the Deschutes river December 11, 1911 with Ida Carlisle, P.M. formerly the postmaster at Freebridge on the Great Southern railroad. It was moved over to the Sherman county side of the Deschutes river in 1917. Its name was changed to Miller Oct. 1, 1928 with Mrs. Carlisle still postmaster to her retirement November 30, 1950.

When first established on the Wasco county side of the Deschutes in 1911 the S.P. & S railroad was operating a railroad train ferry from a terminal about a mile east of Wishram to piers which run out into the Columbia river, at the mouth of the Deschutes, for nearly a half a mile. Captain Hayward was the pilot on the steamboat Normal which operated from the fall of 1909 until the completion of the railroad bridge at Tum Water Falls, just below Celilo, in 1912, according to Henry Wickman, fish buyer and employee of Seufert Brothers Cannery for 30 years. According to George Bunn, the first permanent resident and merchant of Wishram, the S.P. & S railroad first planned to build their railroad bridge from the ferry boat terminal, a mile east of Wishram, across the Columbia to Moody, Oregon; but the contractors who bid on bridges at both locations, cut the Tum Water bid almost in half of what the Moody bid would have been, so they chose the Tum Water site and made Wishram a permanent terminal. The importance of Moody, as a railroad terminal dwindled, at the completion of the Tum Water railroad bridge although it continued to be used as a post office, on the Wasco county side of the Deschutes until 1917 when there was more demand for it on the Sherman county side, and better mail service from several trains

The MOODY BIOGRAPHY by Ralph Moody, Salem Attorney

Zenas Ferry Moody, Governor of Oregon from The Dalles, was born in Grandby, Mass. (1832) son of Maj. Thomas H. Moody and his wife Hanna M. (Ferry) Moody and grandson of Gideon Moody, veteran of the American Revolution. Zenas Moody came to Oregon (1851) by boat via Panama to San Francisco and became surveyor in General Freemont's party in California. Later he was Surveyor General of Oregon. He established the Willamette Meridian and most of the township locations of eastern Oregon. Much to his credit and accuracy, few errors have been proven in his work. Down in Harney county, Charlie Renoe credited his father George Renoe as saying, "When with the Moody surveying party, in the 1870's, the rattlesnakes in places, found it too hot to remain on the ground and would wind themselves among the sage and greasewood bushes, making it dangerous work, in many localities, to do our surveying work. George Renoe lived at Ortley.

In 1863 Zenas Moody was in the merchantile business at Brownsville and that year married Mary Stephenson. In 1856 was Inspector of surveyors in California. In 1862 he engaged in the merchantile business in The Dalles. In 1863 he founded the town of Umatilla and established a merchantile business there. In 1863 he built the Mary Moody on Pend Orille lake, in Northern Idaho. He had to freight much of the materials and supplies from Walla Walla and Wallula. He organized the Montana-Oregon-Idaho Transportation Co. to get supplies to the mines in Montana. In 1867 he was in the merchantile business in Boise where the mines were going full blast. In 1869 he returned to The Dalles as agent for Wells Fargo, the leading express company of America which at that time dominated the transportation field.

In 1874 he was awarded the mail contract between The Dalles and Portland and established steamers below and above the Cascades, to carry mail with. That winter the Columbia river froze over and Mr. Moody had to appeal to his friend and Purser George Renoe, of Ortley, to carry the mail by pack train between the Cascades and The Dalles over the old Joel Palmer toll road and trail. The next spring he sold his boats to the Oregon Steam Navigation Co.

Was Governor of Oregon

In 1872 he was State Senator from Wasco county and recieved BOTH the Democratic and Republican nomination! In 1882 he became Governor of the State of Oregon and his home in Salem was where the Oregon State Library is now located. This home was left to the Moody grandchildren and the state acquired it for \$50,000. Governor Moody was a lover of fine horses and had a stable of Morgan horses. He had the first Jersey cows on his farm at Salem. He celebrated his 60th wedding anniversary in the capitol city in 1913. His wife died in 1914 and he died in 1916. He served as Governor 4 1/2 years at a salary of \$1500 per year, an impossible sacrifice without outside income.

At Moody

Zenas Moody had a mortgage on the Thomas Jefferson Miller property and owned other property on both sides of the Deschutes river for 12 miles up-stream. The Miller property was only 180 acres. He gave this property to his son Malcolm Moody and upon the death of Zenas Moody, Malcolm had plans for an electrical power dam across the river. He mortgaged the property to the Eastern Oregon Land Co. and lost nearly all of it except the Miller parcel at the mouth of the river where he operated his toll bridge until the construction of the concrete highway bridge in 1922.

In The Dalles

In The Dalles the Moody-Grant Merchantile Co. was on the southwest corner of First and Washington in 1862 and in 1869 was located on the southwest corner of 2nd and Monroe where The Dalles Iron Works is now located. The Moody home in The Dalles was in the block just west of the Hotel Dalles. During this latter period Gov. Moody operated warehouses and the Moody National Bank. The bank examiners were continually bothering him for carrying "so many long time loan accounts." They insisted that he foreclose on the noteholders. He explained to them that these men were stockmen, wool and sheepmen, and that they had income only once a year, and that he had no intention of foreclosing on them; and if they didn't like it he would close up the bank on a voluntary liquidation basis and carry the farmers independently! Gov. Moody closed the bank. Not a creditor among the stockmen failed to pay him in full! nor did a

depositor lose a cent of their money! What higher tribute can be paid a banker?

Established Wool Market

Zenas Moody had a wide acquaintance among the wool buyers of Boston, Mass. and other points in the east and he induced them to send representatives to The Dalles to buy wool thus ESTABLISHING A MARKET FOR WASCO COUNTY WOOL AND HIDES, for the sheepmen and stockmen of eastern Oregon and Washington! It is for this outstanding accomplishment that we list Gov. Zenith Moody as one of the most outstanding citizens in the 100 years of Wasco county history! Gov. Moody never required an account holder on his books to ever sign a note! He considered the account just as good as a note and it was very seldom that a debtor failed to pay and if he failed he generally had a very good reason for doing so! One instance was cited when a stockman wanted \$300 to take some stock by boat to the Portland market. Gov. Moody told the stockman that it couldn't be done for less than \$500 and insisted that he borrow the \$500 so as not to be crowded for market selling time. His advise proved good, the man made money, returned and paid his loan and broadcast the act of kindness to all his neighbors who thereafter brought Gov. Moody their business too. He financed many sheep and stockmen to get started and they too brought their business to Mr. Moody, in appreciation for his help. It was therefore no wonder that Gov. Moody was so well liked by friends and community too, hated and belittled by his enemies. In 1952 our financial institutions and money lenders require such high security that generally if the borrower can qualify he don't need the loan! Veterans and young people find it so hard to get credit now(1952)that they have demanded both the state and federal government, who has more "confidence in the people", to engage in the banking business and this step toward socialism was forced upon the people by our bankers themselves who are the loudest to cry socialism! There are too few Governor Moodys in our history!

Children

Malcolm Moody, congressman, warehouseman and ranchman so widely known at the turn of the century is best remembered for his efforts toward getting The Dalles-Celilo canal improvements to the Columbia river so boats could go from Astoria to Lewiston. While the canal was not used much after its construction, by river boats, its existence saved shippers millions of dollars in freight rates in eastern Oregon Washington and Idaho; and for that accomplishment he too is classified as one of the most outstanding citizens in our 100 years of history. He was single and lived in The Dalles. Was Dalles mayor 1889-90. Was Congressman 1898-1904. Graduate of University of California. Operator of Moody Toll Bridge.

Zenith Moody was a mechanical engineer on the boats Alamota, Harvest Queen and on The Dalles to Celilo Portage Railroad. On day a cow got out on the trestle at Seuferts. The engineer didn't have time to stop the train so he jumped, figuring it would wreck on the trestle and fall 75 feet down into the mouth of 15 Mile creek! (In those days they had only hand brakes on the cars) Zenith Moody sized up the situation, in a flash, jumped to the throttle, pulled it full back, hit the cow with all the force the train had and knocked her off the track and prevented a wreck! He was promoted to engineer for his heroism! Later, on the Alamota, when it was on the rocks at John Day, he had "advised" Captain against "shooting the John Day Rapids" at that time, but the captain did so anyway and wrecked the Alamota. Capt. Trump made the rescue.

Will Moody was a warehouseman at The Dalles and Shaniko and in later life became an invalid.

Edna Moody (Mrs. E.P. McCornack) was wife of a school teacher.

Ralph Moody, attorney of The Dalles, Portland and Salem, attended the Willamette University and Albany, N.Y. Law school. He practiced for years at Port Townsend, Wash. where he was district attorney for 5 counties! He came to Portland in 1894 and knew nearly all the early pioneers of north Washington, Portland and The Dalles. He was U.S. Attorney in Portland. In 1908 he was the Southern Pacific attorney. In 1919 he was in Chicago. In 1930 he was special counsel for Governor Julius Meier and later to Governor Martin and also special legislative legal adviser at Salem. He cleaned up the "labor goon cases" at The Dalles and the "good government league" at Medford where a number of county officials were involved in 1932. He married Jean Johnson, newspaper woman of Medford and graduate of the University of Ohio. At different times he has acted as Assistant District Attorney of Wasco County and is now attorney for Wasco County Court in matters pertaining to The Dalles Bridge. He has in his home at Salem the first piano brought to Wasco county in 1860, a fine musical instrument over 90 years old! At one time Mr. Moody was Assistant U.S. Attorney General at Washington, D.C., during the Warren G. Harding administration. He is an active practicing attorney of Salem despite his 80 years of age! He is one of the most outstanding men the legal profession has produced in our 100 years of history.

First Settler in Sherman County

Nathan Olney was the first settler in Sherman county when he operated his ferry at the mouth of the Deschutes. When he sold to Wm. Nix in 1854 Nix became the second settler in Sherman county and he employed C.J. Cowne, the 3rd settler in Sherman county as his toll collector. Joe Simpson took Mr. Cowne's place and was the 4th settler; then Wallace Greenwood. Wm. Graham and Thomas Jefferson Miller were other early 1860 settlers, both had places on the Sherman county side of the Deschutes.

Wilbur Taylor

Wilbur Taylor of Dufur lived at Miller from 1906 to 1910 and was toll collector on the Moody bridge and he said, "There was very little travel over the Moody bridge, most of it went over the free bridge at Kloan, on Wasco county side of Deschutes to Freebridge, on the Sherman county side. Some years we didn't take in \$100!- and the best years not over \$400 and not over \$1000 in the 4 years I was there! The Moody Toll bridge washed away about 2 years after the completion of the highway bridge there in 1922. The free bridge at Kloan was dinamited about the same time. In 1910 there were quite a few construction teams used the bridge and it was used more widely afterwards by the first automobile traffic.

The post office of Miller was established (changed from Moody) October 1, 1926.

KLOAN--FREEBRIDGE

Five miles above Moody, on the Deschutes river is Kloan, on the Oregon Trunk railroad and on the Wasco County side of the river and Freebridge, a station that used to exist on the Union Pacific railroad branch to Bend and on the Sherman county side of the river. Between these two places a bridge has existed since about 1880. The bridge was always known as FREEBRIDGE. It was built by Wasco county in the days when Sherman county was also a part of Wasco county, according to Edward Sharp, Wasco County surveyor in those early years and he added "that the old wooden bridge was replaced by a modern steel structure about 1905, which was dismantled out of existence about the time highway 30 was finished and the bridge at the mouth of the Deschutes, in 1922. Henry Wickman, 80, who attended the Petersburg school in the 1880's, near the mouth of 8 Mile creek and highway 23, said, "When I was a boy living at Petersburg, 2 stages passed the school house every day; one went to Walla Walla over the Moody bridge and the other went to Sherman county over the Freebridge road and most of the freight wagons used the Freebridge road because it was shorter to Moro and Grass Valley that way."

Neither one of these places were ever a post office. However there was a post office of FREEBRIDGE on the Great Southern railroad which we will treat on in more detail under that name. There was and still is considerable confusion in the minds of pioneers as well as younger people, when the name FREEBRIDGE is used? To make sure of which location is spoken of one should always add, "on the Deschutes" or "on the Great Southern". Two roads led away from Freebridge, on the Deschutes, on the Sherman county side. One of them was a toll road and one was a free road and for that reason some pioneers contend the bridge was a "toll bridge"; but according to Mr. Sharp the bridge itself was always free, but the free road on the Sherman county side was steep and not well kept up; while the toll road followed an easier canyon grade and was better maintained by toll money paid the owner and lots better known.

The grade from Kloan up to Neabeck and Freebridge, on the Great Southern, was known as "Rattlesnake Grade". Besides being used for years as a stagecoach and freight wagon grade, and by the farmers of those early days in Sherman county to bring wheat and wool to The Dalles, it was widely used during the railroad construction days, up the Deschutes in 1909 and 1910, to haul supplies over from Neabeck station on the Great Southern railroad to the two railroad crews on both sides of the Deschutes river.

LOKIT--DIKE

About 7 miles above Kloan, on the Oregon Trunk railroad is Lokit, a siding, like Kloan and Dike, where fishermen like to cast for trout. Eight miles above Lokit is Dike, a siding and section crew location on the Oregon Trunk railroad and in Wasco county.

SINAMOX & Oakbrook

Four miles above Dike is Sinamox. Sinamox is the Indian word for "7th station up" from Wishram. It is listed as a post office from January 2, 1914 to December 31, 1914 and we presume the section foreman was the postmaster for that year and when the section buildings were located at Dike the Sinamox post office went out of existence and was never re-established. Nine miles above Sinamox is the siding of Oakbrook on the Oregon Trunk railroad and in Wasco county.

Horseshoe Bend

About 4 miles above Oakbrook and 4 miles below Sherar Bridge is the famous Horse Shoe Bend in the Deschutes river and often referred to as "the Ox Bow Bend" on the Deschutes, where in the short distance of about 2 miles the Deschutes river makes one of the most beautiful and natural horseshoes ever seen. That portion of the railroad construction, up the Deschutes, was so difficult that the Oregon Trunk engineers solved it by spanning the Deschutes with a bridge, boring a tunnel through the "tongue of the bend" then spanning the Deschutes with another bridge! On account of these 2 bridges and the tunnel, train crews and passengers do NOT have an opportunity to see Horseshoe or Ox Bow Bend of the Deschutes. It can only be seen by walking the 4 miles down the river from Sherars or riding a saddle horse down and back. Be sure and take your camera and fishing line to be doubly rewarded for the trip. If the old Union Pacific railroad bed is followed, get permission from the landowner to trespass as they want to know what cigaret smoker set fire to their property, in case of fire.

Beauties of the Deschutes

In 1838, 4 men, Velti Pruett, Prince Helfrish, M.R. Irish and George Godfrey of Eugene completed a 130 mile trip by boat down the Deschutes river, from Bend to the Columbia. In 1923 2 U.S. Geological men perished in the only other such an attempt. The 4 men reported "a lifetime of thrills" packed into the 5 day trip. It was most spectacular where the Deschutes joined the Columbia at the mouth, where the water really boiled more furiously than at any other place. In fact they reported the last 10 miles kept the party hard at work, all the time, as the river "picked up momentum."

Only one portage was required and that was around Sherars Bridge Falls, a drop of 20 feet! All other rapids and minor falls were shot. Pictures of White Horse Rapids were taken, where the expedition of 1923, met with disaster; and of the rock to which the sole survivor clung all night before being rescued!

The running of Wapinitia Falls had its thrills also. Low water below Grandview Bridge caused trouble. The party camped one night at Maupin. Ten miles above the junction with Crooked river is the location of Grandview Bridge. Canyons 150 feet deep in the Crooked river area were encountered and that portion was never explored before!

The McKenzie-type of boats were used and tried out on the wild Metrolis river, where death lurked from Canyon creek the entire 80 miles to the Deschutes river at Mecca, below Warm Springs. That was the first recorded run of the Metrolis and the wild waters of the narrow gorge, just above the Deschutes junction, had sheer walls 150 feet high, making escape impossible in case of a wreck. The Deschutes and Metrolis rivers are considered just as dangerous as the Colorado. However the Colorado has one box canyon, with 1000 feet walls and in which the river makes a SHARP HORSESHOES BEND, where the river turns on edge, and if the boat is not kept away from that wall its too bad; and the roar and rush of the turbulent waters will stand the hair on end and goose-pimple the flesh and makes sleeping bad for a month afterwards.--Louis Fritz scrapbook. Sept. 23, 1938.

SHERARS BRIDGE

Sherars Bridge is one of the oldest post offices in Wasco county, established July 8, 1868 with Ezra Hemingway the first postmaster and closed January 15, 1938. It recieved its mail service from The Dalles to Canyon City stage until the building of the railroads up the Deschutes in 1911 and was thereafter served by trains on both sides of the river. It was named after Joseph Henry Sherar. It was located 30 miles south of The Dalles on The Dalles to Canyon City stage and freight wagon road.

John Y. Todd

John Y. Todd was born in 1830 and enlisted with the army as a teamster during the Mexican War of 1846-47 and left Ft. Levensworth, Kan. for service on their supply line to Santa Fe, N.M. in 1846 and followed the army on down into Mexico. He returned to Missouri, when the Mexican war was over and came west to California during the gold rush of 1849. From there he came on up to Portland by boat in 1852, after the mines gave out. He joined the Yamhill volunteers during the Yakima Indian War of 1858 and did his part in helping to round up the Indians and put them on reservations and otherwise make the country safer for settlement. He brought Captain Hambrie's body back to Fort Dalles on a tandem Horse Stretcher, for burial.

He married Mary Campbell (1856) a covered wagon pioneer of 1847 and he brought her and the children to The Dalles in 1857 and went on out into the Ochoco section and became a Hereford cattle raiser and one of the first, if not the first, settler in what is now Crook county. He had to make several trips from out in that country to The Dalles for supplies; and it was on these trips back and forth, with his pack train of horses, that he took careful note of the topography of the country and the best places to get down to and across the Deschutes river, where it might be ferried and bridged. The narrowest spot for a likely bridge location was at Sherars and the canyons leading down into the river at that point, were of an easy grade on both sides of the river and there was a regular Indian trail crossing, just above Sherars, where they swam their ponies and ferried their families on the fishing expeditions down to Sherars Falls.

So when gold was found at Canyon City and the hord of California and Oregon miners commenced to invade eastern Oregon, Todd came back to Tygh and built a light horse and foot bridge across the Deschutes at Sherars to connect with the Indian trails on either side of the canyon. Only one horse and man could cross at one time and it weaved and shook until one day (1860) it fell into the river and he had to use his profits to rebuild it. It fell into the river a second time and that was too much for him (1862) and he sold the bridge to Robert Mays, pioneer of Tygh Valley whose biography appears thereunder. Robert Mays sold the bridge and hotel location to Ezra Hemingway and he in 1868 established the post office.

First Wagon Bridge

However it was Robert R. Mays, who in 1864, rebuilt the Todd Bridge into a passable WAGON BRIDGE. This wagon bridge wrote big history for Tygh Valley and Sherars. It permitted the military officials to take their wagons along into Central Oregon, with supplies, tents, ammunition, along with the mounted men. The soldiers threw enough rocks out of the Indian trails to let the first wagons pass and thereby created the first roads. The next group of soldiers and miners threw or kicked more rocks out of the road and it was thereby "improved" and not so many wagons tipped over or recieved broken wheels or axels, torn out tongues, broken king bolts or neckyokes or brakes. Then Robert R. Mays hired the Indians to help keep the road clear of rocks, dig the wheel track on the high side down some and make rock walls at revine crossings, the outlines of which still exist. Then Henry Wheeler (1864) started his Dalles to Canyon City stage service, at first only once a week and finally daily service as roads improved. The pack trains were replaced with wagons, which could haul bigger loads. Then the emigrants cut off from from the top of Cottonwood canyon, in Sherman county, came through Grass Valley to Mays Bridge and took the Barlow road to Oregon City CUTTING OFF 100 MILES between Cottonwood Canyon and Tygh! That meant ONE WEEKS TRAVEL SAVED by not having to go on into The Dalles and come back out to Tygh! For that saving in time alone to the emigrants, to say nothing of the convenience to miners and freighters, we have classified Robert Mays as another one of the most outstanding men in our 100 years of history.

Todd Returns to Prineville

After selling to Mays John Y. Todd returned to his Prineville Hereford farm, the first Herefords in eastern Oregon, with his family. Mrs. Todd used to tell how the Indians would come into their cabin, take the children out of the cribs and hold them up-side-down by their feet to examine them to see how their clothing was fastened on to their bodies, so that it wouldn't fall off! Mrs. Todd learned the Indian jargon and she explained the pinning of clothes on to the children, so as to keep her own kids from being handled by the Indians; and to teach the Indian squaws how to dress their own children so their clothing wouldn't fall off. Mr. Todd died at Prineville in 1919 and Mrs. Todd died there in 1928 at 88. He was 89.

The obituary of Todd's daughter Eva Bennett in Feb. 1951 read: Mrs. Eva Bennett, daughter of John Y. Todd, who bought the Farewell Bend ranch for \$80 and 2 horses died at Bend at age 80. Mrs. Bennett spent her girlhood days on the banks of the Deschutes on her father's pioneer ranch, long before Bend was founded. It was in 1877 that Todd moved to his Bend ranch. Mrs. Bennett was the first queen of the Deschutes Pioneers' Association. She was Bend's oldest pioneer in point of residence. The Todd family lived in the isolated upper Deschutes 75 years ago when supplies were hauled from The Dalles. Each winter the family moved to Prineville where the children attended school. Only 2 members of the Todd family remain. They are John Todd of Lebanon and Mrs. Anna Springer of Portland.

This indicates that Todd sold his Ochoco place when he moved to Sherar and returned to his ranch at what is now the town of Bend, when he sold to Mays and returned to Crook county the second time; or he sold his Hereford ranch, on the Ochoco, and moved to Bend in 1877.

JOSEPH HENRY SHERAR

Ezra Hemmingway, first postmaster at Sherars Bridge sold the bridge to Robert R. Mays who kept it 4 or 5 years and sold to a man named O' Brien who was in possession of it about the same length of time as Mays and he in 1871 sold it to JOSEPH HENRY SHERAR.

Joseph Henry Sherar was born in Virginia (1833) son of John Sherar of Ireland. He went to California by boat in 1855 and after much exploration in California and eastern Oregon, by pack trains, we find him in 1862 operating a pack train from The Dalles to the mines in the Canyon City area, via Todd's Bridge. Many many times he crossed the bridge going up and back to the mines, stopping at the Inn for food and rest and to put up his weary animals. The importance of the strategic location greatly impressed him. As the trails to the mines merged into passable roads for wagons, Sherar continued to operate wagons to the mines.

In 1863 he married Jane Herbert, daughter of George Herbert of Tygh, emigrant of 1860. He continued to freight to Canyon City points until 1871 when he sold out to Robert Heppner for \$8000 and bought the Sherars Bridge "gold mine site" from O'Brien for \$7040, which included the rights to the toll road, Inn or hotel, livery stable, blacksmith shop, bridge and other properties. The location continued to be a money maker. Sherar built the first flour mill in that area, at White River Falls and spent \$75,000 improving the roads and grades, on both sides of the Deschutes canyon, down to Sherars Bridge.

He built a 33 room hotel, famous for its fine foods, noted for its hospitality and managed by Mrs. Sherar who kept the books and seen that the tolls on the bridge were collected and that her guests at the hotel were comfortable and well fed. Mr. Sherar improved the road on the Wasco county side, making an easier grade up to Chicken Springs, about 2 miles west of the summit, on the Long Hollow road, and an important freight wagon stop, going both ways, as a place to water and feed their horses after pulling either grade to the summit. It was named Chicken Springs on account of so many Prairie chickens in that vicinity which added to the evening menu of many a freighter. The road west, followed on down Long Hollow, which was and still is a natural easy grade, to the old post office and stage and freight wagon station of WASCO, later known as Pratt's Station and the 12 Mile House, at the foot of Long Hollow on 15 Mile creek. From there the road went through Boyd, which didn't exist until 1882, up over the Ward Hill, down to 8 Mile and in to The Dalles over the Old Dufur road. Mr. Sherar worked and maintained the road from Sherars Bridge to 8 Mile, with his blading equipment and Indian road workers.

To the east of Sherars Bridge his road followed up Fargher's Canyon, past Fleming and Criterion, Bakeoven, Shaniko, Antelope, Burnt Ranch, Mitchell, Camp Polk, Dayville and to Canyon City. He worked the road in that direction as far east as Bakeoven with his Indian road workers and blading equipment. At Bakeoven the road branched and the Prineville traffic went via Cow Canyon toll road, Hay Creek, Grizzley and Prineville and later on to Summer Lake, Silver Lake, Paisley and Lakeview. Freight hauling and stages to Canyon City were discontinued in 1884 with the extension of the railroad into Hunington, as it was shorter to freight from Baker. The route into Central Oregon was discontinued after 1902 when the Columbia Southern railroad was built into Shaniko which became the terminus for Central Oregon.

The building of the railroads up the Deschutes in 1910-11 very definitely put an end to the importance of the Sherars Bridge location. In 1912 Wasco county bought the toll bridge for \$3000 and made it a free bridge; but by that time Mrs. Sherar had died (1907) and Mr. Sherar followed her in 1908. The hotel was operated by the following people after Mr. Sherar's death: Harry Woolsey (1909-10); Mr. Benson 2 years, Guy Andrews, Mr. Nelson, Mrs. John Taylor, postmaster 1922, E.L. Kessler of The Dalles, George Foster and lastly Earnest Webb of Tygh. The old hotel was burned in 1940 according to John Conroy of Tygh. John Conroy, who lives on the old Sherar grade, this side of Sherars Bridge, said the old Sherar road was not used after 1918 and that Hugh Mulkin of Dufur operated a stage from Dufur to Shaniko around 1910 to 1912, serving the ranches and little post offices with mail, going over to Shaniko one day and back the next.

Obituary of Joseph Henry Sherar; Oregonian Feb. 11, 1908

Mr. Sherar came from Vermont with other adventurous youths to California mines in 1855 to the vicinity of Salom river. In 1862 he started with a pack train to Oregon where he went to the Powder river mines, near Baker, and from there to The Dalles with the view of going back to California, when he met A. H. Breyman, pioneer merchant of Canyon City, who persuaded him that there was a profitable freighting business in packing supplies from The Dalles to the mines at Canyon City. In a very literal fashion Mr. Sherar "delivered the goods", for his ability to get along with mules, red and white men, and to pack supplies without loss, to the miners, and their gold back to The Dalles, made him famous in sparsely settled eastern Oregon. The task was far from easy, for the roads were bad and accommodations nil, the attacks of Indians imminent. He continued the freighting business for 2 years and sold his outfit to Henry Heppner, and bought a farm near Dufur and engaged first in the stock business. Later he moved to Tygh and took up a preemption claim and continued stock raising until 1871 when he bought the Deschutes Bridge from a settler named O'Brien. With the exception of the Graham and Gordon bridges near the mouth of the river this was the only canyon bridge.

Mr. Sherar's keen observation and foresight told him that the travel into the interior was bound to increase with every year and that the man who owned the toll bridge would possess a practical gold mine; hence he bought the bridge and entered a homestead in the narrow strip of land which the mammoth hills grudging him. There he built a house and barn and placed a heavy chain at either end of the bridge. His wife was a canny Irish woman and a genuine helpmate. Tradition has it that Mrs. Sherar counted the toll money very carefully and that no traveler, however wiley, escaped without paying fees in full. One report says \$3.75 was charged for each yoke of oxen or team and wagon, \$1 for the driver and 25¢ a head for cattle and 10¢ a head for sheep. Tradition says also that when travel was heavy, the Sherars often gathered the toll money in a large bucket with a stong bail.

J. H. Sherar was not a toll gatherer only. He was a Sampson for work and although uneducated his

native intelligence and extraordinary energy expressed itself in road building. For 30 miles on either side of the bridge he built roads!, grading and embanking them, without knowledge of engineering methods(university textbooks); and yet the Indian and Mexican laborers, under his direction, kept the roads in such good condition that all weary travelers must have blessed him.

Sherars Bridge was the gateway into the strange and vast territory of Central Oregon. The dusty emigrant trains, which passed slowly into the cragged gorge, more than 1000 feet deep, to camp by the Deschutes Falls, gaining information and augmenting their hopes of fortunes to be gained out in the wide country, were no less romantic, but far more practical than the motley travelers who gathered at the old Tabard Inn at Southwark, England. Had there been a poet to listen he might have written the Deschutes Tales, spiced with accounts of Indian attacks. The many projecting rocks of the gorge offered numerous hiding places for the red men who saw the whites coming; they lurked upon the crags, above the road, and often fired upon the trains as they passed. Buck Hollow, just North of Sherars Bridge, was the scene of a free-for-all fight between the emigrants and the Indians.

As stock raising became more extensive and settlements increased in Central Oregon, Mr. Sherar's business became so heavy that it was necessary for him to tear down his buildings and make greater ones. A large barn was built, with one wall on the very edge of the river gorge. There were 4 rows of stalls for the accomodation of emigrant and freight teams. In 1893 the Sherar House was built, a 3-story building containing 33 rooms, a most comfortable tavern, erected on the west bank of the river where travelers might dream to the roar of the waters of the Deschutes. Excellent material was put into the hotel. There were balconies and many gables. There were inside shutters and finely grained wainscoting, a bathroom with running water, an office on one side of the central corridor and a parlor on the other. Over the veranda and upon the transom of the front door was the tavern sign SHERARS HOUSE. The vigor of the host, the admirable housekeeping of the host's wife and the cheerful atmosphere of the canyon Inn, was well known throughout eastern Oregon and central Oregon.

Fortunate was the wayfarer who stopped at the Sherar House, while the Sherars were still alive and before the railroad magnets entered the canyon to usurp business. There was a tavern worthy of a great story teller's pen; but the old days are gone forever and only the memories remain of the animation, the activity and romance which flourished by the boisterous river.

Sherars Bridge, with many of the original timbers in use, still stands, a span of but 40 feet while the river at this point measures over 100 feet in depth. Mrs. Sherar died in 1907 and Mr. Sherar died in 1908. The hotel, in outward appearance, is much the same as it was during the lifetime of the owners; but the interior has greatly changed. Guests still come(1908)in motor cars now, but they are fishermen and casual tourists, not the pioneers and adventurers with many yoke of oxen, bags of wheat or wool. The bronzed and purple hills tower above the Sherar House, with the high road to Shaniko cut in a narrow ledge of the hill and the lower road leading to Tygh. Trout and witless eels still flourish in the stream, while strolling Indians from Warm Springs reservation, kindle their fires nearby to catch the fattest eels or salmon before huckleberry season opens. The raging river and mighty hills are the same, but the first chapter of Oregon settlement has been closed.--Oregonian 1908.

Indian Battle Ground

The Indian battle ground, mentioned in the above article, was at the mouth of Fargher Creek and their graveyard is east, up the creek, according to R.A. Stowe, 1905 pioneer of Grass Valley. The Indians also are credited with having a battle at the Devil's Half Acre plateau, near White River Falls, with the soldiers of Old Fort Dalles, but we have so far been unsuccessful in obtaining details.

Sherars Bridge by Harry Woolsey

After Joseph Henry Sherar died in 1908 I assumed control and the management of the Sherar hotel and toll bridge for the Sherar estate. I am my wife managed the business. Construction laborers, on the Oregon Trunk railroad, furnished their own beds and slept on the 3rd floor attic and ate their meals there for a time. All the rooms of the hotel were furnished with good mattresses and bedding. Water was piped into the hotel from a spring about a mile up the Sherar road toward The Dalles at the old McAtee orchard. There was very little toll traffic over the bridge, less than people would imagine, during railroad construction days. Tolls were \$1.25 for team and wagon and 25¢ per passenger. Single horses and riders were 25¢.

Mr. Sherar had incorporated his toll road under the title of the TILL KINNY TOLL ROAD, Inc. In the earlier days his outfits could be seen grading the road on both sides of the river for 15 miles and he kept the dirt roads in good condition. He hired Peter LaHome and his son Washington LaHome, Indians who lived near Sherar, as more or less regular employees and hired other Indians as needed for road work.

While I was at Sherar VanDuyne sold his store at Tygh to Morrow & Butler. Dr. T. Coberth's father was plant manager for the Wasco Warehouse Milling Company's power plant at White River Falls which was sold in 1910 to the Pacific Power and Light Co. who still own and operate the plant. I fired about a year for the old Dalles Electric Light Co. plant at First and Laughlin. It was a steam plant and burnt wood for fuel. C.B. Cushion was manager and L.A. McArthur was electrician.

Mr. Sherar had torn down his abandoned flour mill at White River Falls long before he sold the power site to the Wasco Warehouse Milling Co. There was no post office at Sherars Bridge while I was there. Hugh Mulkins operated a star mail route from Dufur to Shaniko via Nansene, Sherars and Bakeoven, while I was there. The stage line from The Dalles to Canyon City had been discontinued before I went out there. The star route brought the mail over from Dufur one day and back from Shaniko the next day. Shaniko was the terminal for the Columbia Southern Railroad and did a big business into central Oregon in those days. The executors for the Sherar estate were Sam Holmes, C.M. Grimes of Wasco.

The Dalles directory for 1898 lists the following residents of Sherars Bridge: John Davis, sheepman; Jones and Jordan, sheepmen, Joseph Henry Sherar, sheep and hotel; John Suhr, laborer for Sherar. The Portland directory of 1897 showed Joseph Henry Sherar postmaster, John Suhr, laborer for Sherar and the toll income of \$30,000 annually. He was one of our most outstanding citizens.

Sherars Bridge by J. R. Fleming

Mr. Arthur Cook of the Wasco county road department tells me that Wasco County purchased the Sherar toll bridge in 1912 for \$3000. This was about the time the Deschutes was bridged at Maupin and took much of the load off Sherars Bridge, but it remained an important hookup with Sherman county. The postmasters from 1910 to 1938 were Floyd Johnson, E.L. Kessler and George Foster. I have been unable to learn how long any of them served nor anything about what became of John Suhr who I remember well but lost track of after Sherars death. Another old character was Indian Pete LaHome, a straw road boss for Sherar, with the Indian crews he used in road building and repairing. Pete's wife was Mary and they had a son George Washington "Pete" and the Peter Indian family on the reservation are descendants.

The stage drivers that I can remember, between The Dalles and Bakeoven were: "Pretty" Dick Braden (who married Josephene Hewett, daughter Frank Hewett keeper of the 8 Mile station); Frank Lawson, Claude Lawson and Hugh Mulkins; in that order. I am sure there were many others. The run from The Dalles to Bakeoven was under one contract and another contract from Bakeoven to Prineville. Stages used to leave The Dalles for Bakeoven each morning and leave Bakeoven for The Dalles each morning, 7 days a week. Bakeoven was an important night stopover on the road to Prineville. (J.R. Fleming lived at the post office of Fleming---see under Fleming for biography.)

Burning of the Sherar Hotel

The Sherar House at Sherars Bridge burned to the ground Aug. 25, 1940. The Earnest Webb family were living there and were able to save some of their household goods. The Sherar House, one of Oregon's historical buildings, was built more than 50 years ago by Mr and Mrs Joseph Sherar. It was a large quaint old building on the Pony Express route, located about 9 miles below Maupin on the Deschutes river at a point where the river is extremely narrow and deep and it was a toll bridge for many years. The house was a fine structure of 3 1/2 stories; finished inside with fir and redwood; put together with wooden pegs instead of nails! It still contained many old time pictures and antique furniture when it burned. The Webb family were camped on the grounds awaiting word of release as caretakers, before moving on to the M.L. Webb ranch. --The Dalles Optimist; J.R. Fleming scrapbook.

Sherars Bridge by Pearl G. Freelove of Seattle

My mother was Mrs. C. M. Grimes, the daughter Mr and Mrs Joseph Henry Sherar raised but did not legally adopt for at the time of the adoption proceedings my mother was living with the Herbert family and as a result, the Herbert and Sherar families became enemies and Mrs. Sherar never saw her mother again! My mother was born in 1857 and this disagreement was about 10 years later. A man by the name of James Dennis worked for Mr. Sherar after Mrs. Sherar died. The hotel and property was sold by my father, as one of the executors of the estate, to the Eastern Oregon Land Co. and they in turn sold some of it to the railroad and they closed the old Sherar road to The Dalles. Mr. Sherar had a 99 year lease on the roads leading out of the bridge and he used Indian labor to build and keep those roads in shape. The big house was built in 1890 by grandfather Sherar and he made two fortunes, while he owned the bridge. The first was when he shipped wool around the Horn to Denny Rice & Co. of Boston, the second was the tolls from the bridge.

Sherars Bridge by James B. Adams, Agent, Eastern Oregon Land Co.

I am always interested in the history of eastern and central Oregon and will give you what I can about Sherars Bridge to help in assembling historical facts. My associations with the Eastern Oregon Land Co. from The Dalles to Antone was mostly with wheat, cattle and sheep ranches and I never knew too much about our Deschutes river properties.

However in 1922 Mrs. John Taylor was operating the old hotel at Sherars when I became employed with the company that year, and she was postmaster all during the years she was there. After she left we employed Floyd Johnson and wife of Wamic as caretakers. The mail came by rail and the office was called Sherars. Earnest Webb and wife succeeded Floyd Johnson and they remained until the old hotel burned after which they built and lived in a cabin there.

Mrs. Taylor used to enjoy quite a patronage of fishermen and tourists in the "horse and buggy" days, but when the improved highways came her business fell off; and after the improved market roads were developed so that fishermen could drive to Sherars, fish and sight-see and return home at night, she just didn't have any patronage. It was a sad ending for the old hotel. Mrs. Taylor was a highly respected and very capable hostess. Earnest Webb still lives in Tygh.

Well Built Bridge

The old wooden bridge was a very well built structure. One of the heaviest loads in 1881 was the Prineville electric light plant hauled out by Jess Yancy and his brother Stephen, in 5 loads of 30,000 pounds (15 tons) each, on 2 wagons and 12-horse "jerk line" teams. They burnt up their brakes, more than once, going down into Sherars Bridge and had to replace brake blocks, extra sets which they had with them. Going down around the "hair pin turns" in cow canyon, required the "swing teams" to jump the chain and it required a real master of the wagons to land them right side up at the foot of the grade! Stephen Yancy was considered one of the best sheep shearers in eastern Oregon and considered 200 clips of wool a days work!

One of John Conroy's neighbors rolled a 20 ton tractor across the old wooden bridge, just before Wasco county replaced it with the county bridge and he said, "not a timber creaked!"--which proves that "book education" was not needed for pioneer bridge engineering and road building. The old Sherar road from the John Conroy ranch to the top of Tygh Ridge is still passable and has recently been used by the contractors of the Bonneville Power line. It is still the best location for a highway and plans for re-using the old route up Long Hollow, past Sherars and Bakeoven are in the "talking stage." Sam will be called upon to pay for any such new road.

MT. HOOD & TYGH VALLEY

Mt. Hood and Tygh Valley post offices are TWINS. They were both born in Tygh Valley about the same time. The Mt. Hood post office only lasted 6 years while the Tygh Valley office is 78 years old!

MT. HOOD

The official records of the post office department show the Mt. Hood post office was established May 17, 1872 with Wm. Hollingsworth the first postmaster. It was discontinued January 11, 1878 at the date of the establishment of The Dalles to Wapinitia stage line. It was probably named Mt. Hood on account of the view of the mountain from that vicinity. Its brief 6 years of existence a way back in the 1870's makes it impossible, so far, to locate anyone who remembers its existence or who can tell us anything about it. The records show that Wm. Hollingsworth was succeeded in office by Benj. C. McAtee.

Alvira McAtee(Steers)

The History of Central Oregon says that Alvira McAtee was born(1836)in Illinois and married(1854) James F. Steers of Kentucky, son of Hugh Steers and came west in 1865 settling at Tygh in 1866 where Mr. Steers died in 1867. She then married Benjamin C. McAtee(1867)who was murdered in the Grand Ronde valley in 1893 where he went to settle the estate of a brother. Mr. Steers had a brother Henry Steers from whom Joe and Wm. Steers of The Dalles descended. James Steers of Tygh and his wife Alvira's children were: Vincent Steers of Tygh, Wm. and John Steers of Dufur(1905). Alvira McAtee lived 1 mile west of Tygh(1905). Her sons by Benj. McAtee were William and John who married Anna Heisler of Dufur and they had a son John McAtee of Dufur(1905). Her daughter Malinda(Mrs.Edward Fitzpatrick)of Bakeoven had a son John, bookkeeper for Van Duyn & Adams at Tygh.

Following Benj. McAtee as postmaster was Mr. Shannon; Allie Paquet; Mr. Hinkle and James Steers. The office was closed January 11, 1878.--Oregon Historical Society Records.

So many different postmasters serving the little office in the short period of 6 years, indicates it was what we call a "floating post office" or one that was maintained only a short time in the farm home of one family then moved to the farm home of another family; and this is exactly what happened in the case of the Mt. Hood post office in the beautiful Tygh Valley. Before The Dalles to Wapinitia stage line was established(1878)it recieved its mail by a contract carrier who went down to Sherars Bridge, where The Dalles to Canyon City stage line left the mail for both Tygh and Mt. Hood, and brought the mail up the valley. As mere speculation, not knowing the location ranches occupied by the above farmers, I would assume that Mr. Hollingsworth and Mr. McAtee lived above Tygh, and when Tygh was established June 17, 1873 the Mt. Hood office was changed to the Shannon, Paquet, Steers and Hinkle ranches, some of which were between Tygh and Sherars. More research would make more history.

TYGH VALLEY

The Tygh Valley post office was established June 17, 1873 and takes its name from the Tygh tribe of Indians. It recieved its first mail from Sherars Bridge. Its first postmaster was H. Staley an 1870 settler of the region and storekeeper. In 1890 he sold to J.M. and C.J. Van Dyne. The plat of the town was filed June 15, 1892 by Chas. J. and Francis Van Dyne, witnessed by John Hollingshead and Wm. K. McAtee; deed Book S, page 595, Wasco county records and Chas. Van Dyne was postmaster. Joseph Davies is listed as postmaster in 1910 by The Dalles directory. John Fitzpatrick served between 1914 and 1922. Johnny Blackerby served from 1922 to 1925. Georgia Norval was postmaster 22 years from 1925 to 1947 and Dorothy B. Richie, who assisted in determining who was postmaster and when, has served since 1947.

First Families

Just who the first permanent settlers in Tygh Valley was is probably a debateable subject without a conclusive answer. The History of Central Oregon claims that Daniel Webster Butler and the Shamrocks. Dan Butler operated the first store at Tygh, trading with the Indians and emigrants, after he returned from the Yakima Indian war and about 1856. The Shamrocks opened the first blacksmith shop there about the same time.

Dan Butler of Tygh

The History of Central Oregon says that Polk and Isiah Butler, brothers of Daniel W. Butler were born in Indiana, in the early 1830's; and that DANIEL WEBSTER BUTLER came west with the big emigration of 1852 and first settled at Rowena, and according to Lulu D. Crandall's writings he sold his Rowena place to George Snipes who settled at Rowena in 1853, and came back to The Dalles where he was the first Justice of the Peace and Deputy Sheriff in 1854, after Wasco county was created; and they tell the story that Dan followed one of his men to the summit of the Rocky mountains, before he overtook and captured him and returned him to The Dalles for trial. He trailed his man like a mountie, even tho it took all summer to get him!

Phillip McCorkle says that Dan Butler's place joined the Fair Grounds at Tygh in 1870, but in 1858 it was closer, if not in the city of Tygh, that he had his trading post.

DANIEL WEBSTER BUTLER was born in Wayne County, Ohio(1820)son of Issac and Anna L.(Jones)Butler natives of Virginia and farmers of Wayne county, Ohio, of Indiana and Illinois. He recieved his early education in Ohio and according to the History of Central Oregon came to The Dalles by ox-team settling at Rowena(1852)selling(1853)to George Snipes; 1854 was constable of Wasco county. On Oct. 11, 1855 he enlisted as a member of Captain Orlando Humason's Dalles Co. B. First Regiment of Oregon Mounted Volunteers, under command of Col. James W. Nesmith and General Joel Palmer for service in the Walla Walla area, during the Yakima Indian War of 1855-56 being discharged May 19, 1856 when, according to Lulu D. Crandall, he moved to Tygh Valley(1856)to establish his trading store.

Daniel Webster Butler, brother of Polk, Isiah and Jonathan Butler, after whom Butler Canyon down which highway 23 follows into Tygh is named was a veteran of the Yakima Indian War of 1855-58 and he was quoted as saying: that the killing of Capt. Bolan, Yakima Indian Agent, by the Indians of North Dalles and whom burned the agents body within site of The Dalles, was the cause of the Yakima Indian War of 1855. The Indians were dissatisfied over General Joel Palmer's treaty provisions, made on 3 Mile creek shortly before. Dan Butler had loaned Capt. Bolan his horse for that last fateful ride. Following that killing the Indians participated in the massacre at Cascade Locks in March of 1858.

Major Haller of Fort Dalles started out with troops to punish the Yakima Indians but near Toppenish he met with overwhelming numbers and retreated clear back to The Dalles! Col. J. W. Nesmith then organized 2 Divisions of volunteers, one of which he led into the Yakima country and the other under Col. J.K. Kelley (afterwards first Mayor of The Dalles) went to the Walla Walla country and Dan Butler was with Kelley. They built Fort Henrietta at Echo. On the Walla Walla river they met Chief Pen Pen Mox Mox of the Cayuses and a number of his followers, whom they captured and made prisoners. This action was followed by a 4-day battle in which a number of the men were wounded. Capt. Chas. Bennett was killed. Amos Underwood of Underwood, Wash. was the hero of the battle killing more of the redskins than any other one man. Re-enforcements arrived from The Dalles on the 5th day and the Indians were routed. The troops went into winter quarters at the Whitman Mission, near Walla Walla where the able bodied lived in tents and suffered from the severe winter weather, while the mission buildings were made into hospital quarters for sick and wounded men.

Next spring they engaged in scouting activities out of Ft. Henrietta. Then one day Dan Butler and Donald McKay of Astoria, were suprised near Pendelton, by a band of 6 Indians, on good mounts. Dan headed for McKay creek with the 6 savages in hot pursuit! McKay went in another direction. Dan out-distanced the Indians, who wanted his scalp, only to find that he had rode out on to a table ledge! It was too late to turn back so Dan jumped his horse "like a deer" right over the edge of the bluff down into a canyon 15 feet below, successfully landing and making it back to camp. He complained in Dufur that the government had never paid the veterans for their services.

Upon his return from war he moved to Tygh to engage in farming and store activities. He married Elizabeth Jordan, daughter of Jim Jordan after whom Jordan creek was named and sister of Robert. George Snipes confirmed that he bought his place at Rowena from Dan Butler. Mrs. Benton Mays was quoted as saying Dan Butler was a Tygh resident of 1858 on a little place between Tygh and Badger creek which was later sold the the Housers. In other articles Dan Butler was quoted as saying 2000 persons had been killed in Oregon by Indians and that many Indian fighters regarded them as rattle-snakes but that in the battle at Walla Walla "lots of red skins went to the happy hunting grounds;" and in 1896 only 1000 of the 7000 Yakima Indian War Veterans were still alive and hadn't been paid by the government for their services!

Boise Massacre

Dan Butler joined another group of volunteers who rode up to Boise to punish the Indians, for the massacre Sept. 13, 1860 of 8 wagons of emigrants and 54 people, who surrounded the train in an all day battle all one night and all the next day. Some of the emigrants scattered over the prairie and became lost and starved to death. The mangled, mutilated bodies of the emigrants was one of the most revolting sights Dan Butler had ever witnessed!

The children of Dan and Elizabeth Butler were: Victor Butler of Redmond; Clay Butler of Culver; Laura Hindlind of Yakima; Mamie (Mrs. Tom Strickland) Dufur and Betty (Mrs. George Peters) 1570, 36th Ave. San Francisco. Mrs. Herman Hinman was (1885) postmaster at Warm Springs where her husband taught Industrial arts to the Indians and he died there and she moved to Seattle. Mamie (Mrs. Tom Strickland) afterwards moved to Carson City, Nev. where Dan Butler died in 1900.

In 1865, when Dan Butler and his wife were living at Tygh Mr and Mrs Silas Wm. Davis, the maternal grandparents of the writer of this history and later the operator of The Dalles to Wapinitia stage line (1895-1897), arrived at Tygh by ox team. Mrs. Davis was too sick to go on to the Willamette Valley and Mrs. Butler cared for her at Tygh, while Mr Davis came on into The Dalles and looked for a home to live in and a job of work, both of which he found. When Mrs. Davis im proved he brought her into The Dalles. The Butlers refused to accept any pay for nursing her back to health. When Mrs. Butler died in 1875 she asked Dan Butler to allow her to be the mother for his youngest daughter Betty and she became a member of the Davis household until 189 when she married George Peters.

In 1868 Dan Butler was state legislative representative from Wasco county. In 1875 he and his brothers Polk and Isiah bought the Cates & Frizzell sawmill at Brooks Meadows and moved it to Dufur but it proved to be an unprofitable venture so they all three returned to farming. His wife is buried on the Hauser place at Tygh. He was Warm Springs Indian Agent from 1885 to 1890. He was one of the most outstanding men in the 100 years of Wasco county history.

Betty Butler married George Peters of San Bernardino, Calif. son of Thomas and Mary Etta Jane (Parrish) Peters of San Barnardino where he was born (1871) and recieved his education. They lived in Oakland (1899-1906); The Dalles 1904-05; Madras 1905-10; trucked in The Dalles 1910-1938. Their children were G.onn, U.S. Dredge Biddle, Astoria; Mervin of Shaniko; Geraldine (Mrs. Fred Gibeau) 1570 30 Ave. San Francisco; Gladys (Mrs. Arthur Schmidt) Shaniko, deceased; Thomas of Maupin; Melvin of Vancouver; Janet (Mrs. Gordon Henderson) San Francisco; Bessie (Mrs. Albert Linden) San Bruno, Cal.; Mollie (Mrs. Oscar Cowan) Modesto and Willard of San Francisco. (Biography by Betty Butler Peters of San Francisco).

The Victor Butler children were Claude, Edna, Gertrude and Maude all of Redmond.

Clay Butler died single in Seattle and Mammie Strickland lived at Carson City, Nev.

Dan Butler's father Issac died in Warren Co. Illinois (1875) at 75 and his mother was still living there at the age of 95 in 1905 after Dan died in Carson City.

Jonathan Butler

Jonathan Butler, after whom Butler Canyon was named (down which highway 23 follows) was born (1833) in Illinois, younger brother of Dan Butler but came west to Jacksonville, Oregon a number of years after Dan came west. He married Mary Anne Foster and they had: Hansen of Mt. Vernon; Robert of Mt. Vernon; Nora (Mrs. Eli Haynes) Dufur; Eban of The Dalles; Myron of Mitchell; Nellie (Mrs. Walter Jones) Medford; Lottie (Mrs. Tom Wilson) Dufur and Daisy of The Dalles. Jonathan Butler lived at Tygh for a time and later farmed in the Kingsley area of Dufur.

Polk Butler

Was born in Indiana (1845) brother of Dan Butler; came to Oregon (1879) settling in the Nansene area and his children were Maude (Mrs. Edw. Griffin) The Dalles; Omer, preacher of Idaho; Roy Butler, postmaster and store operator for years at Boyd and Earl of Nansene.

Isiah Butler

Another brother of Dan was born in Ohio (1835); came to Kingsley (1877) after marriage to Emeline Riggs in Illinois and their children were D. Clyde and Stella. Isiah served 3 months in the Illinois volunteers during the Civil War.

Oregon Historical Society records mention Robert Mays as a Tygh settler of 1862; the Herberts of Tygh (see under Sherar) 1862; a Frenchman by the name of Jondreaux planted an orchard at Tygh in 1858 from trees obtained from the Denton Mill creek nursery; and he sold to Jeffries; a Mr. McDaffy planted an apple orchard at Tygh about the same time the Frenchman planted his orchard; and the Shamrocks and Dan Butler were credited as being 1859 residents.

The MAYS FAMILY OF TYGH by Margaret Walker

The Mays family has owned many acres of land in Wasco county and their farm at Tygh (now known as the Joe Dodd place) is one of the most attractive farms in Wasco county. Anyone coming around the curves of the Tygh grade and looking down on the green meadows of the valley is charmed with the stretch of level land so in contrast with the dry hills. The Mays ranch has been in the family since 1862.

Robert Mays and his wife crossed the plains to Oregon in the big emigration of 1852. Benton, their oldest son, was then 2 years old. They settled in Kings Valley in Benton county. The next spring they went to Lane county and located on Long Tom River. In 1858 they came to Dufur settling 3 miles south on what is now (1921) known as the Newton Patterson place. They traded this place for the one at Tygh where they moved in 1862. In 1865 they bought their Dufur place back again, living part of the time on each place. Dufur and Tygh can both claim the Mays family as pioneer settlers.

In those days, according to Benton Mays, Tygh Grade, which was for years a terror to those who had to travel over it, first followed down the first 2 points into Jonathan Butler Canyon. Until 1866 the repeated washouts of the grade, every winter, caused the people to grade around these points to Burch spring and then down the canyon. In 1867 a grade was made around the next point. In 1891 a new grade was made and travelers can plainly see this one from the base of the hill. A great number of accidents on the grade and the trouble and anxiety incident to travelling over it led the County Court to have a more gradual grade built in 1916. (The above article was written in 1921 before the building of highway 23 which made the 6th grade down into Jonathan Butler Canyon and Tygh).

Tygh and Wamic, in the early days, according to Benton Mays, were on the main line of travel to the Barlow road used by emigrants at Wamic, for crossing the Cascade mountains into the Willamette Valley. Barlow built the road from Gate creek, where a toll gate was placed, to the summit (1845). He kept the road in fairly passable condition and it was called the Barlow road.

Some of the neighbors of the Mays family during the first years of their residence there were the family of Daniel W. Butler; John Y. and Sam Todd (owners of Sherars Bridge); a Frenchman named Chambray; Jason Cushion Duncan Pratt (biography listed under Wamic); Mrs. Hays and the Jim Jordan family after whom the well known Jordan creek was named. John Y. and Sam Todd and Jonathan H. Jackson built the first bridge across the Deschutes at Sherars (1860). Robert R. Mays purchased it in 1862. (Note: Mays widened the bridge from a foot and pack train bridge to a wagon bridge cutting off 100 miles in the distance emigrants had to travel between the top of Cottonwood Canyon, in Sherman county and Tygh). In 1867 Mays sold the bridge to Wm. Hemmingway who in turn sold it to O'Brien and he to Joseph Henry Sherar in 1871. Joe Sherar collected lots of tolls from the people who went over the bridge and out into central and eastern Oregon; but he spent a lot improving roads and building the big hotel near the bridge in 1893.

The first school I ever went to at Tygh was a 6 weeks term in our sitting room. The school house was finished soon after that and the next term was held in it. One of the first school teachers was Troy Shelly. He was known all over Wasco county and moved to Odell. We received most of our early education at Dufur where the school was located $1\frac{1}{2}$ miles below the Balch hotel (near post office of Wasco at 12 Mile ranch). Three of us rode one horse to school and there were about 40 pupils who came from a radius of 8 miles. During bad weather the attendance fell to 10 or 15. An old Hudson Bay Co. man taught us at Tygh several terms and during the classes he smoked the strongest pipe I have ever smelled in my life! In 1902 Robert Mays came to The Dalles to live in the imposing stone house at 10th & Laughlin (see Castle of The Dalles) which they bought in 1873 but never lived in.

The Mays children besides Benton, farmer of Tygh were: Polk Mays, stockman of Antelope and Wallowa county; Pierce Mays, U.S. Attorney of Portland; Grant Mays (Mays & Crowe Merchantile Co.) and stockman; Edwin Mays, lawyer of Oakland, Cal.; Judge Robert Mays, Jr. (Edw. C. Pease & Mays Merchantile Co.); Iola, single; Elnora (Mrs. A. R. Thompson) Pasadena, Cal.; Eunice (Mrs. Luther E. Crowe) partner Grant Mays in Mays & Luther E. Crowe Merchantile Co. The Dalles). --Data checked with Fred W. Wilson, and directories.

Wm. McCorkle Family.

Wm. McCorkle was born (1829) in Indiana the son of Richard B. and Isabella (Campbell) McCorkle. They went to Illinois (1832) to the California gold fields in 1850 and made a small fortune; came to Oregon with the "big emigration" of 1852 by horse team to Linn county. In 1872 they came to Dufur and shortly thereafter acquired the flour Mill at Tygh. Wm. McCorkle married Mary Smith (1851) and she died in 1877. His second marriage was to Abbie Zumwalt. The McCorkle children were: Phillip; Earnest; Frank; Chester; John; Rufus; Amanda (Mrs. M.A. Flinn) Portland; Annie (Mrs. R.L. Willoghby) Eugene. (Hist. Central Ore.)

Dr. John L. Elwood

Physician of Tygh was born (1868) Leesburgh, Ohio son of Clark and Charlotte (Hisky) Elwood; recieved his education in Ohio and the Missouri Medical college of St. Louis and Ainsworth of St. Joseph and commenced practice at Oakdale, Neb. with his uncle Robert; was Oregon state health officer before he came to Tygh in 1898 purchasing the practice of Dr. N.G. Pown and a 600 acre ranch $\frac{1}{2}$ mile from Tygh. He married Ora Hatfield, daughter of John Hatfield of Ellensburg and their children were Darrel, real estate dealer of The Dalles who married Agnes Marginson and Ogden Elwood of Portland who married Elsie Emerson, daughter of Burt Emerson (see Emerson Station) and have son Jack and daughter Constance.

Charles Wing

Charles Wing, proprietor of the Tygh Valley hotel (1905) was born (1856) in Portland son of Martin and Margaret (Cleggett) Wing 1852 ox-team emigrants to The Dalles and Portland; and who recieved his education in a log cabin school 12 miles east of Portland and in 1874 the family came to Wamio where he owned 500 acre stock ranch. In 1902 he bought the Tygh hotel from Sam Broyles and operated a feed barn in connection with it. Mr. Wings brothers and sisters were: Milton; Alonza; Stephen; Frank; Henry; Joe and Edward of Wamio; Ella (Mrs. Fred Chandler) Yakima; Emma (Mrs. Chas. Hayward) Hood River; Mollie (Mrs. Orrin Britton) Wamio; Hattie (Mrs. John Johnson) Wamio; Dollie (Mrs. Andrew Knisser) Yakima and Martha. Chas. Wing married Perly Hayward sister of Horace of Wamio and Mrs. Wm. Magill of Wamio; and their children were: Grace (Mrs. James Whitman); Ivy; Louis and Martin. --History Central Oregon.

Archibald Moad

Blacksmith of Tygh (1905) was born at Boyd (1874) son of John and Mary (Flett) Moad an 1848 gold miner of Calif and pack train operator from The Dalles to Canyon City for 10 years and later farmer of the Boyd section and 1886 of Tygh. Mary Flett's father was an 1841 employee of the Hudson Bay Co. at Oregon City and was raised the daughter of Archie McKinley, Hudson Bay Co. store operator of Champeog. As a boy Mr. Moad rode the range with cattle for his father. In 1898 he was apprenticed as a blacksmith at Dufur and in 1900 bought the James Gillmore shop at Tygh. He has brothers Adolph and Edward of the Tygh vicinity; sister Frankie (Mrs. Mark Painter) Dufur; Nettie (Mrs. James Easton) Nansene; Tillie (Mrs. Edward Henderson) Wapinitia. Archibald Moad married Levie Vanderpool daughter of Wm. and Susan (Heisler) Vanderpool of Prineville and Dufur. --History of Central Oregon.

Augustus Bonney

Cattleman of Tygh was born (1849) in Marion County son of Bradford and Alzina (Dimick) Bonney 1849 and 1847 pioneers to Oregon; he graduated from the Willamette University (1871) and first taught school until he filed on his sheep ranch at Tygh in 1875, purchasing railroad and other land until he acquired 1500 acres, 180 of which he irrigates and raises 5 to 6 ton of alfalfa per acre per year! He later changed to the dairy business (1900) with 100 prize jersey cows. He married Elizabeth Jones who died 1888 and his second marriage was to Emma Reavis. Children by the first wife were: Clyde, dairyman and later Wasco County school superintendent; Emma of Hood River; Georgia of Woodburn and Arthur of Tygh; and by his 2nd wife Bessie; Dale; Loris and Verl. Clyde Bonney's son Rex, whom the writer of this history went to school with, came back from World War 1 a physical and mental wreck, a very fine young man sacrificed to the gods of war!

Old Water Right Holders; Records of Rodger Wilhelm, Watermaster

F.P. Mays, 1865; Jim Jordan, 1870; A.A. Bonney 1867; J. H. Miller 1873; J.L. Kennedy 1873; K.L. Hauser 1872; Miles Kinney 1878; W. J. Knox, 1879; Chas. Harth 1877; Pacific Power & Light 1901

1883 Directory

C.F. and A.A. Bonney; J.H. Baldwin; Sam Broyles; R. Brandon; Jim Brown, farmer father of Mrs. John Ryan of Thompson Addition; L.J. Edgar; J.C. Hull; Mrs. L.S. Stricklin; D.A. Wilson; Wm. Wilcox; Chas. Wing and Low Wing; Wm. McCorkle; Robert R. Mays (also of Dufur).

Other Old Timers

Dan Butler 1857; Robert Mays 1860; Geo. Herbert 1862; David Imbler 1862; Ed. Chambran 1862; Jim, Tom and John Jordan 1862; John and Sam Todd 1860; Arthur and Washington Walker of Tygh and Dufur 1860; W.E. Zumwalt 1873; W.J. Knox 1879; Jason Cushion Duncan Pratt 1862. First Tygh grade was improved in 1867.

1897 & 1898 Directory

Chas. Adams physician; N.G. Powne, physician; Aoy Stogsdill, teacher; Chas. Van Duyn, postmaster and merchant; Wm. Allen, Robert Beattie, John Bennett, S.T. Bennett, Clyde Bonney, O.D. Brace, O.C. Brittain, James Brown, W.L. & Sarah Brown, Sam Broyles, Robert Butts, Harry Chapman, shoemaker; Joel, Marion and W.F. Chastain, Mark Collins, W.H. Cook, broommaker; John Cotter, Andrew, D.P., J.H., I.N. Crabtree, C.C. Dickens, C.V. Durham, James Fagler, E.C. Fitzpatrick, L.R. Grisham, C.E. Hayward, John Hall, Robert Jones, Geo. Kayler, S.A. Kinyon, Joe Kistner, F.L. Larsen, Geo. Littrell, Mrs. B.C. McAtee, W.H. McAtee, F.E., J.M., and Wm.A. McCorkle; A.C., Clark, and Wm. McCown, James McDowell, E.B. Martin, C.E. Maynard; Geo. Meloy, E. Mertz, H.V. Meyer, J.N. Moad, C.L. & Milt Morris, Robert Muir, Wm.D. Munger blacksmith; J.F., J.W. & Chas. Pierce, J.H. Ross, Paul Schmidt, T.A. Smith, J.P. Snodgrass, V.P. Steers, John Van Metre, Emil Wendland, F. Waterman, W.S. Williams, J.E. Wing, Stephen Wing, George Woodruff, Van Woodruff and M.B. Zumwalt. Chas. Van Duyn and Dr. Chas. Adams operated the general merchandise store at Tygh. The McCorkles operated the flour mill, Chas Wing operated the hotel. Daily mail service was recieved from The Dalles to Wapinitia stage line about 2 P.M. and dispatched to The Dalles at 9 to 9:30 A.M. in good weather, in 1898.

Directory of 1910

The 1910 Polk Directory said Tygh had a population of 90; had a United Brethren church, 2 flour mills and a daily stage to Dufur and Wapinitia. The directory only listed the following 12 families a big reduction from the 80 listed in 1898:

Joseph Davies, postmaster and druggist; Dr. J.L. Elwood, physician; O.M. Fraley, blacksmith, J.T. Harper, general merchandise, Mrs. J.T. Harper, milliner, Wm. McCorkle, flour mill, A.F. Martin, blacksmith, Morrow & Butler, general merchandise, C.W. Wing, hotel, Mrs. Lou Wing, confectionery, Young & Son, meats; Woodcock & Young, flour mill.

Tygh Valley Bee

In 1905 the Tygh Valley Bee, a weekly 4-column newspaper was edited by E.O. Shepherd.

Mail Service

Reviewing the Tygh Mail service, from 1873 to 1878 Tygh and Mt. Hood post offices recieved mail from The Dalles to Canyon City stage at Sherars Bridge. With the establishment of The Dalles to Wapinitia stage line in 1878 Tygh recieved mail from that service until it was abolished in 1914 after which time Tygh again went to Sherars Bridge for mail service from the newly constructed railroads. With the completion of highway 23 through Tygh in 1924 a movement was soon started for better service by truck which was established in 1928 from The Dalles to Maupin, out in the morning and back in the evening. In 1949 this service was extended to Bend, mornings and back to The Dalles via Tygh, evenings.

Tygh in 1952

Tygh in 1952 has 2 stores and service stations, a hotel, a new school, 2 churches, I.O.O.F. lodge, a community hall, a large sawmill owned by H.H. Peen and employing 200 men and holds the annual Wasco County Fair there in August.

The Tygh Valley Fair

Mrs. Walt Hanna of Dufur supplies the following fair information, as secretary of the Fair Board:

The first fair was held at Tygh Valley around 1908 in the Van Dyke Park. A rodeo was held in addition to the exhibits. In 1916 the present Fair Grounds was developed and used by the Southern Wasco County Fair, which became the Wasco county fair after W.E. Hunt's death in 1937, and for whom the grounds was named as a Memorial Park. W.H. McAtee was first President and French Butler, Secretary. It was 1945 or 46 that the new buildings were built and the bleachers put up. The fair is guaranteed \$7500 from the racing fund annually and may be greater. Features open class exhibits in land products, livestock, home making, 4-H, F.F.A., In 1951 a concrete wash rack and judging ring was built. Treated posts were placed in the arena and an effort toward landscaping the grounds was made.

The Warm Springs Indians support the fair and participate in the parades with full regalia valued at thousands of dollars, some customs are 100 years old! The Pageant of Hiawatha has been a drawing card since 1949. In 1950-51 the American Beauty Queen was chosen from the Indian maiden contests for the fair.

The grounds are used as a picnic area with tables and stoves, where many family reunions and other gatherings are held, such as the 4-H, Wasco County Livestock Association, Elks, Tygh Lumber Mill Employees, Riding clubs and schools.

Some of the Presidents were J.W. Dodd of Tygh; Clarence Gardner, Dufur and The Dalles; W. C. Hanna, Dufur; Art Muller, Tygh and The Dalles; Mrs. Vern(Audrey)Hanna, Dufur; and Kenneth Grossmiller, The Dalles.

The W. E. Hunt Memorial Park

Mrs. Bertha(Pete)Kirsch, Maupin Historian supplied this history on the Hunt Memorial Park at which place the annual Wasco County Fair is held:

In 1938 Mrs. W. E. Hunt and her two children, Genevive and Clarence, donated the 40 acres now known as the Wasco County Fair Grounds. Mr. Hunt had loaned money to improve the buildings, before his death, and that was donated too! The sum was around \$7000. The grounds is called the Hunt Memorial Park. The beautiful entrance gate was built to the memory of Mr. Hunt. The park is used for picnics and many other gatherings, as well as the fair. Wasco county has erected buildings and improved the grounds until it is considered one of the nicest Fair Grounds in Oregon. It is sub-irrigated by Tygh creek and the grass is green there all summer.

W.E. Hunt was born(1866)at Sacramento, Calif. and married Rojina Campbell of Wamic and their children Billy, Genevive and Clarence were born on their Criterion homestead. Mr. Hunt worked for many years for Mr. Young, sheepman of Ridgeway as a herder and by 1898 acquired his own herd for his own homestead between milepost 56 and 57 on highway 23 and was married in 1904. Mr. Hunt solicited on horse back for the Red Cross during World War 1 and put Criterion \$200 over their goal. Mr. Hunt died in 1937 and his son Wm. was killed at Tygh by a tractor in 1938, the son being the first child born in the Criterion country. The Criterion people all appreciated Mt. Hunt's kindness and community interests.

Important Events

From 1903 to 1912 Tygh grew hops on the K.L. Hauser place, the finest grown in the northwest. The original drying kiln still stands. Tygh hops took prizes at the Lewis & Clark Fair and the Alaska Yukon Exposition at Seattle as well as the Oregon State Fair.

The town has a good water system and good power system.

There has been one gap we have been unable to fill in the Tygh-Wamic history, - who cared for the needs of the emigrants between 1845, when Barlow established his road through Wamic and 1857 when Dan Butler established his first small trading store and blacksmith shop? A period of 12 years at least. There must have been some habitation there during that period, besides Indians?

WAMIC and PRATTVILLE

The post offices of Wamic and Prattville, 45 miles southeast of The Dalles and 4 miles southeast of Tygh, are again two names applied to the same post office or location. Prattville post office was established November 24, 1879 with Mary McCorkle the only postmaster and closed Sept. 11, 1880 after less than one year of operation under the name Prattville; so named in honor of Jason Cushion Duncan Pratt, founder and first permanent settler at Wamic.

- WAMIC

The Wamic post office was established November 24, 1884 with Mary Anna Chamberlain as the first postmaster and who served until 1889 when Fred Gordon became postmaster (1889-1895); Frank Woodcock (1895-1898); Maggie Gordon (1898-1904); Mamie Kennedy (1904-05); A.L. Gillis (1905-08); Belle Prout (1908-1914); Carl Pratt (1914-1920); W.E. Zumwalt (1920-1941) and Elfia M. Gerity from 1941 to the present. (Names and dates by Elfia Gerity).

The observer will note that between 1880, when the Prattville office was closed and 1884 when the Wamic office was opened, was 4 years, during which time the people of Wamic had to go to Tygh for their mail and were credited as being residents of Tygh for that reason in The Dalles directory and Wasco County assessor records of 1883 and 1884.

Jason Cushion Duncan Pratt

Mrs. Ray H. (Gladys) McAllister, R.3, Box 271, Bend sends our best historical record of Wamic. She was a daughter of Alfred C. Sanford of Wamic and Shaniko.

Jason Cushion Duncan Pratt, the first permanent settler of Wamic Flat, was an 1859 ex-team emigrant from Michigan who, with his wife Amanda (Sage) Pratt first worked for Robert Mays on both his Dufur and Tygh ranches. In 1882 he established his first cabin home and claim on the present site of Wamic.

No claim is made that he was the "first settler" because Phillip Foster and Samuel K. Barlow, who built the emigrant Barlow Trail road over the Cascades in 1845, maintained a toll gate, cabin and toll collector, for a number of years, on Gate Creek, near Smock; and while these early toll collectors were rightfully the "first settlers" Mr. Pratt was the "first permanent settler."

Lulu D. Crandall, early Dalles historian, credits Mr. Pratt as an early Wamic and Tygh resident of 1860-62 period when he aided the emigrants to get from Tygh to the next camping spot where there was water at Wamic. This was only a short $3\frac{1}{2}$ mile trip up over the bluff, from the Fair Grounds vicinity, but up in that case meant almost "straight up" and he used 20 oxen to a wagon, according to Carl Pratt, to get them up over the side of the bluff to Wamic Flat; and it generally took about all day for one wagon! Naturally there had to be a camping spot at both Tygh and Wamic to service emigrant wagons, oxen and general wants and repairs. Pratt maintained the "waiting stop at Wamic" while Dan Butler maintained the one at Tygh as well as Pratt.

Mrs. McAllister recalled that Jason Cushion Duncan Pratt was a very well educated man and among other accomplishments he had a beautiful and well trained tenor voice. He maintained a singing school at Wamic. In the winter they used to start out with his and Tom Beatty's bob sleds and teams and would stop at each farm house and sing a song or two, while waiting for the young folks to get ready to join them and drive to the next place, then the next and next. Singing was their favorite recreation. I have a tin-type photo of Mr. Pratt and James Sanford (killed at the Deschutes in 1888) taken on a 4th of July at their lemonade stand. I also have an early-day picture of my father's (Alfred C. Sanford) stage coach in front of Van Dynes store at Tygh, taken between 1882 and 1885, one snowy day.

My grandmother, Nancy Barbarette Corum, daughter of Malcolm Corum of Ft. Levensworth, Kan. and the sister of Hiram Theodore Corum, postmaster and storekeeper at Wapinitia, was the wife of Richard Burrell Sanford; and they came to Oregon and Wamic right after the "grasshopper invasion of Kansas (about 1876). They came by rail from Kansas and Missouri to San Francisco and took a boat to Portland, first settling at Grass Valley, in Sherman county. They didn't like the plains of Sherman county so they traded their property for Wamic property. When grandpa's neighbors called upon them, he was re-united with his mother! He hadn't seen her for over 20 years! and had no idea where she was! That is one of life's "believe it or not's." She was married again and her name was Mrs. (Malcolm) Corum. One of grandma's brothers, Lewis Corum, owned extensive land holdings at Terrytown, N.Y. My aunt Minerva Anne Sanford taught school at Miller's (Moody) Bridge (Mrs. James Sanford) where her aunt Betsy Miller, wife of Thomas Jefferson Miller, lived.

Richard B. Sanford

Richard B. Sanford was born in Kentucky of native parents of Scotland and lived at Ft. Levensworth, Kan. where he tried to enlist during the Civil War but was rejected and was much harassed by the guerrillas. His wife Nancy (Corum) Sanford, daughter of Malcolm Corum, had 2 brothers in the Confederate army, and her father was a large slave holder during the Civil War period at Fort Levensworth. In 1876 the family came by rail to San Francisco and then by boat to Portland. They spent their first winter near Olex, on Rock Creek (Gilliam county) and the next spring they moved to Grass Valley canyon near Moro. The only neighbors they had in all of Sherman county were the Sam Price, Eaton, Harrington, Miller, Pearson, Gordon and Col. Fulton. Richard Sanford filed on a homestead, stocked it with cattle and stayed there 18 months when he moved with his family to Wamic to give the children school advantages. He bought a quarter section at Wamic on which the family lived until 1903, retiring to Wamic.

Alfred C. Sanford, merchant of Wamic and Shaniko, was born in Levensworth, Kansas (1864) son of Richard B. and Nancy (Corum) Sanford and came west with the family at age 12 and continued his education in the

Wamic schools and helped his father operate the Wamic ranch until 18 when he started out on his own herding sheep 2 seasons, working in a sawmill and riding the range. He bought and sold horses and owned and operated The Dalles to Wapinitia Stage line from 1882 to 1885 when he sold out to Hiram T. Corum and Elias Wm. Davis, owners of the Wapinitia store and hotel. He then associated with the Fillon Bros. of The Dalles and with French & Co., bankers of The Dalles and then went on the road as a hardware salesman for Oregon, Washington and Idaho. During the building of the Columbia Southern Railroad from Biggs to More he opened a store at More and in 1900 when the railroad was extended to Shaniko he opened the first store in Shaniko. (For additional biography see under Shaniko)

In 1888 he married Effie Batty, daughter of Thomas and Alice Batty of Wamic and their children besides Mrs. McAllister were Mrs. Stephen Price of Centralia; Mrs. Louis Falkenhagen of Grants Pass; Velva of Portland and Fendal of Long Beach, Cal. Mr. Sanford's brother James was killed on the railroad at Deschutes station in 1886. His sister Minerva (Mrs. J. H. Gilmore) lived in Wamic as did Mary (Mrs. Eugene Pratt). While Deputy Sheriff of Wasco County he rode 420 miles by horse in 4 days and 3 nights to capture the murderer Hawkins south of Prineville. --History of Central Oregon.

Pratt Children

The children of Jason Cushion Duncan Pratt were: James Albert Pratt, single; Edgar Sylvester Pratt; and Charles Eugene Pratt who married Mary Sanford, sister of Alfred Corum Sanford and daughter of Richard Burrell and Nancy (Corum) Sanford of Wamic. Their children were: James Carl Pratt, postmaster of Wamic, Rural Carrier at Maupin, City Carrier of The Dalles, retired; Carl married Julia Savage, daughter of David Savage of Wamic and their children were Loyal, Wern and Sheri of The Dalles and Verl of Colorado. Charles Eugene Pratt's daughter Christle (Mrs. Bernard Welch) lives at Redmond, Oregon and their children are Lester and Marie.

Their First School

Charles Eugene Pratt attended his first school at Tygh. It required 5 pupils to have a teacher. His brother James Albert was allowed to be counted the 5th pupil, although only 4 years of age. The other 4 pupils in that first school at Tygh were Lillian and Levi Womack and Edgar and Eugene Pratt, according to Mrs. McAllister. (This was the school that the French teacher smoked the strong pipe.)

Naming of Wamic

Pierce Mays, attorney and son of Robert Mays of Tygh, in Oregon Historical Society Records says: "Wamic was named for the WOMACK family who were composed of Asa, Levi and Crawford, and each in turn directed the days efforts. On Mondays, Asa, the blacksmith required the boys to all work in the blacksmith shop. On Tuesdays, Levi, who didn't believe in work, required the boys to sit around all day and whittle and tell stories. On Wednesdays, Crawford, who liked to fish and hunt, required the boys to either fish or hunt; and they started all over again Thursdays and "rested" on Sundays!"

Mrs. McAllister of Bend adds, "Uncle Eugene Pratt's story of the Womack family parallels that of Pierce Mays. At one time Jason Cushion Duncan Pratt gave a party for all the neighborhood. They had stewed chicken and dumplings for dinner. The kettle was too full to put in Levi Womack's chicken, which was all cut up and dressed for the pot, so they put it in a separate kettle. They boiled and boiled and boiled it, but it wouldn't get tender; so Mr. Pratt ferreted it out, examined it, and discovered it to be a hoot owl. Later, during a cracker-barrel discussion of the matter at the Wamic store, Mr. Pratt remarked in his dry way, 'that there was severe punishment for any person trying to poison his neighbors on hoot owl meat.' Levi Womack was observed leaving the circle and soon they could hear his horse hoofs beating a galloping retreat toward The Dalles where he rode and threw himself upon the mercy of the Sheriff, patiently explaining why he came in. The sheriff just as patiently explained to him that hoot owl meat was NOT poison, laughed at him, and poor Levi had to ride home and face his practical jokers."

"In later years, when we were living in Spokane, neighbors named Womack said they had folks that lived in Wamic. Mr. Womack denied being Levi, said his name was Lee. About 2 years ago Mr. Womack died in Spokane and the obituary read Levi Womack! They were and are very lovely people. One couldn't have asked for better neighbors!"

The Barlow Road

While we have covered the subject of the Barlow road under the general heading of roads and trails, we cannot help but add that its building by Joel Palmer, Samuel K. Barlow and Phillip Foster and some 50 other pioneer roadbuilders of Oregon City, in 1845, made history for all of Oregon. The dangers of rafting their families down the Columbia were greater than those crossing the Cascades. The ability to take their wagons, families and stock all together, on to the valley, was the greatest inducement for the building of the road. His act in establishing this road over the mountains makes Samuel K. Barlow one of the most outstanding men in the history of Wasco county. His partner, Phillip Foster was just as outstanding. Jason Cushion Duncan Pratt's great efforts in helping emigrants up to Wamic for their start over the mountains, makes him another one of our most outstanding men in Wasco County history. Robert R. Mays enlargement of the bridge at Sherars, from a foot and pack horse bridge to a wagon bridge, saving emigrants the 100 miles of extra driving into The Dalles and back to Tygh, makes him and outstanding man in Wasco county's 100 years of history. Joseph Henry Sherar of Tygh and Sherars Bridge, made a better bridge, improved the toll roads at his expense, benefitting the people of southern and eastern Wasco county, making him an outstanding man in our 100 years of history. John Y. Todd and his brother Samuel, who established the bridge at Sherars, makes two more men who are outstanding in our history.

This is very unusual for 7 of the most outstanding men in the history of Wasco county to be associated with the small communities of the Tygh Valley area and all engaged in transportation improvement services for the people. Mays also can be credited with the improvements on Tygh grade. Alfred Corum--Sanford, a Wamic and Shaniko man, was another one of the outstanding men in our history, making 8 known to this writer. There are probably others, unknown to us at this time? Who are they?

The Driver Family

Samuel Driver of Wamie was born in England (1814) son of Thomas and Thankful (Travis) Driver and came to America with his parents settling near Ft. Defiance, Ohio where his brother the Rev. Issac Driver was born (1824) and where the father was a lawyer and silversmith. In 1827 the family went to Ft. Wayne, Ind. and to Goshen where the children received their education. Sam and Issac carried mail between Ft. Wayne and South Bend through Indian infested country. The family moved to Noble county where Issac married Rebecca Crumley and Samuel married Martha Welch. Issac lost his wife within the year leaving him with a son Sam.

In 1849 the two brothers headed with a company of gold miners for California, encountering the usual hardships by wagons, cholera, but arrived at Steep Hollow, Cal. in October and went to Auburn where they remained successfully mining until 1851 when they took a boat back to the states to rejoin their family in Iowa where they were preparing to come to Oregon with the big emigration of 1852, with 2 heavy wagons drawn by 4 oxen and 2 light wagons drawn by horses in which the women and children rode. Their mother died at Burnt River of Mountain fever (typhoid). In Sept. 1853 they reached the Willamette Valley and went on to the Umpqua Valley, near Roseburg where they became stockmen.

Issac Driver

Issac Driver became desperately ill with fever and when about to die resolved that if he were spared he would devote the rest of his life to the ministry. He studied with private teachers taking Latin, Greek and Hebrew at nights and farmed by day. Bundles of bark in the fireplace, before which he layed in true Abraham Lincoln manner, gave him light to study the bible while his family slept. In 1857 Issac Driver preached his first sermon in his own home to neighbors as was the custom before churches. During the Rogue River Indian war his home was a sanctuary. In 1858 the Methodist Conference appointed him to the ministry at Jacksonville and became one of the best known Circuit Riders of the Southern District; with circuit 150 miles in extent, which he travelled by horse, wagon and canoe or on foot through all kinds of weather. Services were in homes or school houses until churches were built. Pioneers who attended services often came from a distance of 20 miles or more and stayed overnight with nearby families. In summer open air services were popular and such "camp meetings" lasted for days, where people camped out, renewed friendships, made social contacts, exchanged recipes while the children played wonderful games and sons noticed the charms of neighbor's daughters; the men discussed farm problems, reads or laws.

Rev. Issac Driver's Circuit from Jacksonville included Corvallis, Eugene and The Dalles and he covered this territory for 10 years. He was always welcome for he carried the latest news from one place to another. In 1867 he was appointed agent for the American Bible Society for the Northwest which included Oregon, Washington, Idaho and Montana. He met and debated the merits of the bible with all classes of men and became widely known as a defender of Christianity. His second wife Mary Hardenbrook died leaving him with 5 children for whom he had to arrange care. In 1871 he married Leanna Illes of Eugene but she lived less than a year. He was appointed presiding elder of the Oregon Conference of the Methodist church, after resigning from the American Bible Society, and took a vacation to Michigan where he married Anne Northup, returned to Salem where he was associated with the Willamette University, founded by the Methodist church in 1845; and during this period his wife Anne died leaving him with a baby daughter Anne. In 1876 he went to Monroe and married Mary Williams and from there to Brownsville, during which time he became presiding elder of the Eugene district which gave him time to study and write. He bought a farm at Eugene on which he expected to retire after 30 years of work. He was considered one of the best biblical authorities in the U.S. He had memorized the Christian Bible and could recall and quote passages at will on any given subject. In 1886 he was with the Centenary church in Portland and preached at other Portland churches.

The climax of his Christian debates was reached in 1889 at Chicago where he debated with Chas Watts of Toronto, Canada, a champion of Free Thought, for 4 nights at the Princess Theatre. He remained 3 months in Chicago attending Dr. Moody's school of churches, teaching as well as studying. He is reported to have bested Robert Ingersoll, agnostic, in debates. Back in Portland he helped raise \$100,000 to build the Portland hospital. In 1896 he served in the Oregon legislature and in 1899 in the Senate where he served with distinction. It is said, "he had the endurance of iron, a penetrating eye, a mind like a volcano, a heart of gentleness and courage." In 1906 he retired to his Tangent farm after serving the Methodist church 50 years. He died in 1907. --Margaret Munau, Corvallis, Oregon.

Samuel Driver

Samuel Driver came to Wamie in 1875 from Oakland, Ore. where he was a stock rancher. His children were: Ike Driver who married Annie Welch and had Lela, Ed., Ren, Willis and Tom all of Wamie.

Tom Driver, sheriff of Wasco county went to Helo, Hawaii. Children: Mamie and Edna.

Brent Driver, just as great an atheist as his uncle was a minister, married Rachel Welch and their children were Tom Payne Driver, Percy Driver and Lena (Mrs. Wm. Woodcock) Wamie.

Ed Driver was single.

Henry Driver lived at Modesto, Calif.

Frank Driver married Dalley Lucas and their children were: Judge Samuel Marion Driver of Spokane; Leslie Herbert Driver and Jesse (Mrs. Ed. Woodcock) of Wamie.

Robert Driver married Ella Crowe and their children were Walter of The Dalles who supplied the biography of the Wamie Drivers; Nellie (Mrs. L.A. Harvey) Wamie; Faye (Mrs. Louis Woodside) Maupin. Walter Driver married Lela Woodside of Wapinitia, daughter of Lewis Woodside, Wapinitia blacksmith and they have a son Leonard Driver of The Dalles.

The grandfather Tom Driver died at Oakland, Oregon. He was born in England around 1776.

The 4th Annual Driver Family reunion at Sandy had 300 in attendance, including 6 of the above 7 brothers. Samuel Driver was blinded, in California, and never saw but a handful of his Wamie family decedents.

James Albert Pratt

The Obituary of James Albert Pratt in The Dalles Optimist Dec. 4, 1942 said:

James Albert Pratt, 80, died at the home of Carl Pratt, and was the last son of Jason Pratt's family, who lived in a log cabin at Wamic, called Prattville in 1858. He was buried in the Pratt cemetery at Wamic. He drove the mail and stage from Wamic to Tygh and Sherar for over 50 years!

Mrs. W. H. Aldridge

The Optimist of June 14, 1946 quoted Mrs. W.H. Aldrich as saying she was born at Eugene in 1856 and came to Wamic in 1864 when 9 years old; and rode George Herbert's tame elk, with her brother George, to school!

James Gilmore

James Gilmore, blacksmith of Wamic, was born in Iowa (1858) son of James and Emily (Pardee) Gilmore and came to Oregon in 1876 where he went to school in Clackamas county. He came to Wamic in 1881 and herded sheep, accumulating 1300 of his own but lost them on a bankruptcy sale. He then bought the Tygh blacksmith shop and sold it and purchased a ranch near Wamic where his blacksmith shop is located. He married Minerva Chamberlain, daughter of Richard and Nancy (Corum) Sanford and Mrs. Gilmore had a son Burrell by her first marriage.--History Central Oregon.

John B. Magill

John B. Magill, farmer of Wamic, was born (1837) in St. Clarsville, Ohio son of Archibald and Sarah (Bailey) Magill of Virginia, a wagonmaker who died in Nebraska (1899). He recieved his early education in Ohio. In 1857 went to Iowa and learned the brick making trade. He served in the Missouri militia during the Civil War. In 1874 he went to San Francisco and thence to Portland and on to Wamic where he remained on his 160 acre place raising sheep. He married Emily Gardner of Missouri and their children were: William; Fred; George; Annie (Mrs. Elmer Remington) Grass Valley; Edith (Mrs. John Eubanks) Wamic; Jessie (Mrs. Rufus McCorkle) Wapinitia; May (Mrs. Chas Crofoot) Wamic.--History Central Oregon.

Early Residents by Water Rights

Tom Driver 1875; E.G. Harvey 1875; F.M. Fowler 1875; Ralph Chandler 1875; W.H. Johnson 1875; J.M. McCoy 1875; J.B. Magill 1875; A.M. Patison 1875; J.W. Farlow 1875.

1883 Directory

J.C. Pratt, Eugene Pratt, A.D. Savage, R.B. Sanford, James Woodcock, Frank Woodcock, J. B. Magill.

1898 Directory

A. E. Lake, sawmill operator; Alfred C. Sanford, agricultural impliments; Andrew Swift, justice of the peace; United Artisans Lodge; H.F. Woodcock, general merchandise; population 130; Frank Ayres; John Ayres; Badger Ditch Co.; Frank Baldwin; T.W. Baty; George Bonney; H.P. Britain; I.D. Brown, Sam Brown, Edgar, George, James Burlingame; Elsie Campbell, J.D. Roberts, Frank Campbell, George Carter, E.A. Gastner, Fred Chandler, Frank Cotty, G.R. Crofoot, Hardin Corum, Mrs. P. Daley, Amos Darnielle, C.A., H.S. and J.W. Davidson; Ira Becker, teacher; Eugene Demours, Ed, Frank, Henry, Ike, L.B. and Robert Driver; Robert and T.E. Edmondson, J.H. Elliott, Geo. End, John End, John and W.H. Farlow, W.H. Foreman, A.H. Gillis, J.H. Gilmore, A.W. & J.L. Griffin, P.P. Hull, John & Levi Zumwalt, H.H. Hayward, J.W. Howell, W.T. Hunt, H.H., J.E. & R. Johnson; Nathan Jones, Jim & Mike Kennedy, J. & Tom Kenworthy, W.H. Kinney, Ira & Stephen Kister, P.M. & P.T. Knowles, J.M. & S.G. Ledford, T.J. Lewis, G.W. & W.E. Lucas, J.B. & W.F. Magill, Ed & Si Mason, Henry & W.G. Mayfield, Dave & Geo. Miller, Geo. Moore, Geo. Noble, Tom, Wm. & T.F. Norval, N.H. Nuckalls, J.H. Palmebere, A.M., H.W., James M., W.H. & W.W. Pattison brickmakers and farmers; Eugene, Edgar and J.A. Pratt; Joe Prout, Frank Reynolds, Frank Roberts, J. Robertson, W.B. Redman, R.B. & Effie Sanford, Albert, Brazil and Richard Savage, Jacob Spath, C.W. & Henry Steel, W.E. Stocy, C.W., Lon, Martin & Milton Wing; W.H. Walker, teacher; H.F. & James Woodcock.

1910 Directory

Population 100; has Union Church and Daily Mail and Grange-Community Hall.

J.E. Kennedy, general merchandise; W.F. Magill & Son, blacksmiths; Mulvaney & Tillitson, sawmill; C.E. Pratt, wagonmaker; J.A. Pratt, confectionery; Bill Trout, postmaster; Stephens & Stephens, confectionary; Mrs. J.M. Swift, hotel; W.E. Woodcock, sawmill.

1889 Directory

Credited Wamic as having a store and post office, blacksmith shop, brickyard, 2 sawmills, a church, a grange and 100 people.

Mail Service

As stated above under the Pratt obituary mail was first brought by Mr. Pratt from Tygh, then from Sherar and again in 1928 and since from Tygh.

In 1913 Rural Mail delivery was established with Frank Magill as rural carrier until his retirement in 1946. He resides in The Dalles and has assisted with this history. George Wood took Mr. Magill's place and is now the Rural Carrier at Wamic, which is the shortest route in the county serving 100 families in 16 miles. It follows out the old Earlow Road on the south side of Wamic Flat, through Smock returning on the west side of Wamic Flat to Wamic.

SMOCK

The post office of Smock was established Oct. 28, 1899 with Elizabeth Ledford, postmaster and named for the Smock family. Nancy Jones was the second postmaster. The office was closed May 31, 1909. It is located on Gate creek about 5 miles south of Wamic, on the old Earlow road on Smock Prairie. It has a school and cemetery, was settled in 1885 and boasted of a Baptist church at that time. The cemetery contains 32 pioneer graves indicating its use by emigrants who stopped at Gate Creek Toll station at Smock. Smock is a much older place than Wamic, its first residents being the Phillip Foster toll collectors of 1846 to about 1860 when the toll gate was moved to Foster's place on Sandy river, after it was by-passed on Wapinitia Flat and by other roads. We have been unable to learn who these early toll gate collectors who resided at Smock were. The fees were \$5 per wagon. It became a free road in 1909.

VICTOR

The post office of Victor, located on Wapinitia or Juniper Flat, 40 miles south of The Dalles, on the old stage road between Tygh and Wapinitia; was established November 14, 1893 with Viola Jones, postmaster and her husband A.L. Jones general store operator. They sold to Fred S. Gordon who became the second store owner and postmaster. At one time Mr. Gordon was Wasco County surveyor and was also surveyor for the building of the Great Southern railroad from The Dalles to Dufur. He sold to Alfonse Evick who became the third owner and postmaster and very popular citizen who enjoyed a thriving business. Mr. Evick sold to Wm. H. Talcott who was listed by the 1910 directory as store owner and postmaster. The post office was closed November 12, 1912 and shortly thereafter Mr. Talcott moved his store to the new town of Maupin, which was springing up with the building of the railroads up the Deschutes river.

The Maupin Times in 1914 said Victor had a store, blacksmith shop, United Brethren church, two or three dwellings, barns and other buildings. A.J. Jones established the store in 1893 and sold to Fred S. Gordon who built a larger store building which burned almost upon completion. He rebuilt and restocked with merchandise and continued to do a good business. Frank Dean had a harness shop and also enjoyed a good business. The Lyon brothers operated the blacksmith shop and it passed into the hands of Jeff Padget, Henry Holland, Alex Martin, Chas Crofoot, O.M. Fraley and Henry Holland. Alfonse Evick bought the store from Mr. Gordon and did a flourishing business. He sold to W.H. Talcott who moved the store to Maupin in 1914. Mr. Gordon established The Dalles to Wapinitia stage line.

The Name Victor

Bertha Kirsh, Maupin Historian checked with Mrs. Floyd Kelley, keeper of the records of the Kelley Cemetery and they noted that Victor Jones, infant son of A.J. Jones was born April 14, 1895 and died Feb. 25, 1896; and without doubt the post office was named prior to his birth and in his honor by the Jones family. This is very unusual and indicates much discussion of the name which predominated in the minds of the Jones family.

1898 Residents

The Dalles directory of 1898 lists the following farm families receiving mail at the Victor post office and who, after 1912, were listed as Maupin residents:

Nathan Alexander, I.D. & L.E. Bentley, S.G. Blackerby, H.R. Blue, J.P.B. Boen, Ed Bothwell, A. J. Breeding, J.S. Brown, Chris, F.M., John F., & John L. Confer; A.A., H.M., J.W. & O.B. Derthick; J.H. Eubanks; Alfonse, F.L., John, & P.H. Evick; F.S. Gordon, general merchandise; James Gray, C.E. Howard, L.C. Henwegan, Marion Huston, A.J. Jones, L. J. Kelley; Albert, J.K., J.M. & W.F. McClure; J.B. Manly, A.F. Martin, R.W. Morris, Wm.G. Morris, R.A. Paquett, Mary Price, R.D. Pitcher, H.W. Powell, Tom Settle, C.N. Shinn, Omaha Smith, teacher; Asa Stogsdill, teacher; T.J. Snow, J. Stein.

The Deserted Village of Victor by Mable Cyr

A person travelling on the road from Wapinitia to Tygh Valley, on Juniper Flat, will pass a group of old buildings, dilapidated and weather beaten; a store building, blacksmith shop, church, dwelling and several other buildings and barns can be seen, which proved that this was once a little town. On inquiring it can be found that this was once the thriving little business center called Victor. To this place farmers and homesteaders of lower Juniper Flat came to get their mail and buy their groceries or get their horses shod or other blacksmith work done.

A.J. Jones first owned a homestead of 160 acres which included the land where this place was built. In 1893 he started a small store and post office. The mail was brought out by Silas Wm. Davis, operator of The Dalles to Wapinitia stage line. At first Mrs. Viola Jones operated the post office in their home and later the small store was opened in connection with the post office, where they sold groceries, canned goods, candles, tobacco and so on. After a few years he sold 80 acres, including the store and post office to Fred S. Gordon, who built quite a large store with the post office in connection. It burned and was replaced by Mr. Gordon where it now stands in Victor.

Frank Dean started a harness shop and repair shop which proved to be quite a thriving business. The Lyon Brothers started a blacksmith shop. They sold to Jeff Padget and Henry Holland who in turn sold to Aleck Martin who now (1921) operates the blacksmith shop in Maupin. The next owner was Charlie Crowfoot of Wamic. Then O.M. Fraley acquired it and sold to Henry Holland who had returned to Victor.

Alfonse F. Evick bought the store from Fred S. Gordon and did a flourishing business for several years. In 1911 he turned the store and post office over to W.H. Talcott and moved to Wapinitia where he built a store.

When Mr. Staats built his second store in Maupin, W.H. Talcott moved into it and ran the MAUPIN post office in the back of the Staats' store. Victor's life was ended with the discontinuance of The Dalles to Wapinitia stage line in 1914. As one passes this place, where the buildings are weather-beaten and their windows and doors are barred, one can hardly believe that at one time this place was the metropolis of lower Juniper Flat. Victor is the Deserted Village. --Maupin Times, October 1921.

Fred S. Gordon

Fred S. Gordon seems to be the outstanding man in the history of Wasco County from Victor. He established The Dalles to Wapinitia stage line in 1878. We, in 1952, with our multi-million dollar concrete ribbons to operate our soft rubber-tired gasoline carriages over, can hardly conceive in our minds, of the problems faced by Fred Gordon when he established that stage line to give service to Dufur, Kingsley, Tygh and Wapinitia. The rock-strewn and rutted Tygh Grade was enough to scare a man going down on a saddle horse, in bad weather, to say nothing of carrying passengers in a wagon over! The other roads were little better. In those pioneer days nothing seemed impossible when they had the welfare and thoughts of their neighbors in heart. He gave daily service, one way, over those roads to help make a better life for the people of southern Wasco County. Besides being a farmer and store operator at Victor he also (1897) owned the 50 barrel flour mill at Tygh.

WAPINITIA

The Wapinitia post office was established March 21, 1878 as the southern terminal for The Dalles to Wapinitia stage line, 47 miles southeast of The Dalles on Wapinitia or Juniper Flat. Jerry Young was the first postmaster and the office was located at his store and home at Oak Grove, about 1 mile west of the present location of the Wapinitia store and school, where he operated a sheep ranch. It was moved to its present location at the junction with the Warm Springs Indian Reservation road so as to better serve the people from both localities. Wapinitia is the Indian name for "running water".

The Stage Line

As we have stated under Victor, Fred S. Gordon, one of the most outstanding men in the history of Wasco county, established The Dalles to Wapinitia stage line in the spring of 1878. The roads in those days were little more than cattle trails or Indian trails, from which the military expeditions, threw enough rocks out of to be able to take a wagon over. By 1878 (see Mays Family under Tygh) the Tygh Grade had recieved its "third improvement" from Kingsley down over the point into Jonathan Butler Canyon; but that third improvement in the grade would still scare a man and horse to have to pass down over in 1952! When we think of operating a stage with passengers and mail over such a road, even in good weather and under the most favorable conditions, we can't help but look upon such pioneers with admiration; and in bad weather, blinding snow storms, rain, hail and snow drifts of the winter, we wonder how it was done at all? During the grand thaws, in the spring, when the roads turned into first class hog wallowing pits or a sea of mud, operations were simply suspended until the mud "thickened into a road" and the grades, which were washed down into the canyons in many places, could be rebuilt; streams could be re-forded with safety or bridges over them repaired for traffic! Such was the first service Fred Gordon established from The Dalles to Wapinitia in 1878. It was only weekly service at first. Then as settlement increased it became twice a week. Still later he was authorized to go out from The Dalles on Mondays, back Tuesdays, out Wednesdays, back Thursdays, out Fridays and back Saturdays. It was a long days run and that was very good service.

Alfred C. Sanford

The History of Central Oregon says that in 1882 Alfred C. Sanford of Wamie became the operator of The Dalles to Wapinitia stage line and he was most probably the second postmaster of Wapinitia and the first store operator at the present location. He was the son of Richard Sanford of Wamie (biography is listed under Wamie and Shaniko) and Nancy (Corum) Sanford, the sister of Hiram T. Corum, with whom he was associated with in the store business at Wapinitia when he first went there from Wamie. He retained the ownership of The Dalles to Wapinitia stage line until 1885 when he sold his interests to Silas Wm. Davis. The conditions under which he operated The Dalles to Wapinitia stage line were little, if any, improvement over those which confronted Fred S. Gordon. The fact that he could and did continue to give passenger and mail communication to the people of Southern Wasco county, leads us to likewise include the name of Alfred C. Sanford as another one of the most outstanding men in our history!

Hiram Theodore Corum and Silas Wm. Davis

Hiram Theodore Corum, postmaster at Wapinitia from 1885 to 1900 and store operator from 1885 to 1910, was born (1844) in Missouri, son of Malcolm Corum large ranch and slave owner of Fort Levensworth, Kansas during Civil War days and on which ranch Hiram was raised and recieved some of his early education and attended business college in Missouri where he also clerked in a store. He had two brothers who served in the Confederate Army during the Civil War and a sister Nancy who married Richard B. Sanford of Wamie.

H.T. Corum came west the first time with the building of the Union Pacific Railroad (1865-69) operating a "tent store" which went along with the construction gangs, being moved by the contractors from one camp to another. There were no stores, towns, or people (except for Indians) between Salt Lake City and Omaha, with the exception of a few military forts. It was a pretty lonesome and wild existence, in that railroad construction camp, out there in the wilderness for all those years! His brothers, who settled at Muroc, Calif. were in partnership in the venture and they also contracted to supply buffalo, deer, antelope and other wild meat for the construction crews. The old 45-70 rifle he had at Wapinitia was the old "buffalo gun" which helped supply the crews with meat and if it could talk manny a thrilling chase story it could tell. Upon the completion of the railroad at Promotory Point, Utah 1869 the Corum brothers went on to California. Hiram made a trip up to Oregon by boat and stage back to Kelton, Utah and on back to Fort Levensworth to where his family was and induced them to come west by rail to San Francisco, by boat to Portland and The Dalles (1878) settled for a time on Rock Creek in Gilliam county, then near Moro in Sherman county; 1878 to Wamie. In 1882 Hiram Corum went to Wapinitia with Alfred C. Sanford to jointly establish a store and hotel business.

In 1884 he married Cora Davis, daughter of Silas Wm. Davis and his wife Emeline (Renoe) Davis 1865 ox-team covered wagon emigrants to The Dalles (biography under Ortleigh). Mr. Davis bought out Alfred C. Sanford's interests and became associated with Hiram T. Corum and owner and operator of The Dalles to Wapinitia stage line from 1885 to his death in 1897. During those pioneer years, especially in the 1880's road conditions and operating conditions were just as bad as Fred Gordon and Alfred C. Sanford encountered; but despite those facts Silas Wm. Davis established DAILY MAIL AND PASSENGER SERVICE BOTH WAYS, EACH WEEK DAY from The Dalles to Wapinitia and from Wapinitia to The Dalles! That meant double the equipment, double the horses, double the labor, double the expense and all in the face of primitive road conditions that shouldn't have justified weekly service! For that outstanding service we have listed Silas Wm. Davis, (the maternal grandfather of the writer of this history) as another one of the most outstanding men in the history of Wasco county.

Hiram T. Corum had a son Curtiss, chemist at the Veterans Hospital at Tacoma, Wash. until his death in 1947, Hiram Corum died in The Dalles in 1928 followed by his wife in 1941. He constructed the first telephone line at Wapinitia, besides operating the store, postoffice and hotel and helping to keep the stage line in operation. He was a very active and outstanding man in the history of Wapinitia. Curtiss Corum married Catherine Jones and has daughters Gloria and Catherine (Mrs. Paul Middlebrook) Tacoma.

Earnest M. Hartman

Earnest M. Hartman came west from Missouri with his parents to Salem in 1886 and moved to Clackamas county where he went to school. In 1900 he came to Wapinitia and built his store and acquired the post office. For the first 5 years his store was kept open night and day, it never closed! He carried a large stock of general merchandise and groceries. During the depression, when a farmer couldn't pay cash he took livestock in trade for food and clothing. He has been in business in Wapinitia for more than 50 years and is still active at 85. The Dalles directory of 1910 stated he was a notary public and justice of the peace. His son Lincoln resides at Wapinitia with Mr and Mrs. Hartman.

Stage Line

According to Dee Woodside, after the death of Silas Wm. Davis (1897) the McClure Brothers of Victor, who were bondsmen for Mr. Davis, there being no fidelity bond houses in those days; assumed operation of The Dalles to Wapinitia Stage Line. These brothers were Albert, J.K., J.M. and W.F. McClure and Milt and Albert were the active operators. Lou Kelley operated the stage line for a while followed by H.R. Blue, all Victor farmers and finally it was sold to Hugh Jackson who continued the operation until completion of the railroads up the Deschutes made the line no longer necessary and upon the expiration of the contract in 1914 it was discontinued. In 1890 stage service became daily.

Bink Capps hauled the mail from Maupin to Wapinitia, followed by Bernie Roberts until the Wapinitia post office was closed in 1938 and the territory served with mail from Route 1, Maupin, which was established in 1919 with Nathan Hill, first carrier, followed by Carl Pratt, Jim Beck, LeRoy Holt, Vernon Woodcock and the present carrier Everett Hammer.

Walter Woodside at one time carried the mail from Wapinitia to Simnasho. Mr. Woodside recalled that on one of the trips to the Indian Agency, in a buckboard, they had to ford the Warm Springs river and it was so high that the waters upset the buckboard and one horse and one passenger were drowned. The Simnasho carrier meets the R.F.D. Carrier at the Wapinitia store, now, and receives the locked pouch for the Simnasho post office, on the Warm Springs Indian Reservation.

SIMNASHO POST OFFICE

The Simnasho post office was established Aug. 6, 1886 on the Indian Reservation and was served for a time by the Wapinitia to Prineville stage line until the railroad construction up the Deschutes suspended through stage service via Warm Springs, Madras, Culver, Haystack and Prineville, according to John Bolter of Hay Creek. But service to Simnasho continued from Wapinitia. In 1898 Simnasho postmaster was Mrs. J.M. Morrow, wife of Rev. J.A. Morrow of the Indian Mission. Teachers were Chas and his wife Maria Dean. James Scott was the Indian school laborer and Suppah, their policeman. The stage in 1886 was tri-weekly service. In 1910 the postmaster was J.A. Spear in charge of the Presbyterian Indian Mission, and he was the first postmaster of 1886 having returned in 1910.

Other postmasters at Simnasho, according to Jessie Heath and Rena Suppal, 1952 postmaster, were: Rev. Ashharst, Rev. Wheeler, Rev. Mathews, Rev. E.H. Carson, Rev. Wilson, Rev. F.E. Blank. Mae Peters of Simnasho says the name was adopted from "ish-numa-sho", or thorn bushes that grow around the meadow there and Rev. Spear changed the name to Simnasho.

Times-Mountaineer Feb. 13, 1881

Our correspondent from Wapinitia reports that late thaws caused very high water which stopped all traffic. The mail from The Dalles to Prineville could not make regular trips for 10 days. The bridge over White River was partly washed out. (That report indicates the mail to Prineville was routed by way of Wapinitia, Simnasho, Warm Springs, Culver, Haystack and Prineville.)

1883 Settlers

The Dalles directory says that Wapinitia was settled in 1875. Our 1883 directory reports the following families as residing at Wapinitia: S.G. Blackerly, J.D. Capps, Hiram T. Corum & Alfred C. Sanford, general merchandise; W.H. Davis, B. DeLore, S.E. Farris, James Farris and J.W. Farris, F.M. Hunter, Hampton Kelley, J.P. Lewis, F.X. Paquet, J.W. Sanford, J.P. Weilberg, Fred Gabil, Robert Young, the Abbott Brothers, J.K. Lewis, W.P. Funk, C.W. Magill.

1897 Directory & 1898

The 1897 Portland directory, in the Oregon State Library, listed Hiram T. Corum and Silas Wm. Davis as store and hotel operators, Louis M. Woodside, blacksmith.

The Dalles directory for 1898 listed just Hiram T. Corum as the notary public, general store and hotel operator. L. M. Woodside, blacksmith, The Clear Lake Lumber Co. & Irrigation Co. and the following residents:

James P. Abbott, Bush Alexander, Tom Batty, Callie Bigbee, Jacob C. Binns, J.J. Bins, H.L. & J.S. Brown, John Cunningham, W.H., & Edward Davis; B., J.D., Louis, Mose DeLore, Vic & John Doyens, B.L. Foreman, W.H. Franklin, Chas. Fryer, sawmill; S.M. Hedley, T.M. Hunter, D.E. Hurst, M.A. Huston, Hugh Jackson, stage driver and owner; L.F. & Frank Jessup; L.M. & Hampton Kelley; R.A. Laughlin, L.Lelo, V. Lewis, W.W. Little, Konrad Lohrli, R.W. McCorkle, C.W. Magill, Christ Mikkelsen, Wm. Miller, D.W. Parker, Ollie Paquet, Henry Peterson, J.M. Powell, Frank Ries, J.A. Riggles, A.F. Sackell, L.H. Scott, W.E. Shannon, W. Skervin, T.H. Smith, W.H. Talcott, C. Thompson, Al Ullry, Lewis Vern, F. Vogt, F.M., J.B. & O.S. Walters; Geo., Ira & J.W. Ward, N.O. & Ollie Weberg, John West, Homer White, C.R. & L.R. Whitlock.

Francis X. Paquet

F.X. Paquet, of Paquet Gulch, was born in Quebec (1811); came to the U.S. at 17 as a shipbuilder; followed boating at Chicago when it had only 4 houses of logs; was a veteran of the Black Hawk Indian war (1832) Gen. Dodge's army messenger; married Marie Landeau; came to Oregon by ox-team in 1852 and to Wapinitia 1876. His children were Peter of Oregon City; Joe of Portland; Louis of Portland; Emma of Portland and Oliver Paquet of Wapinitia. They were among the very earliest of Wapinitia settlers before the post office existed at Oak Grove! and operated a store in Paquet Gulch, first on the flat.

Wapinitia Irrigation

The Wapinitia Irrigation Co. was organized in 1914 and the first water brought from Clear Lake to Wapinitia Flat in 1917. Mrs. A.W. Quinn, in an article in the historical edition of the Chronicle in 1948 says:

"The big barbecue in 1917 held by the Wapinitia Irrigation Co. on the Charlie Cox place at Pine Grove was attended by Governor Whithycombe. Sam Brown donated the beef and Dee Woodside barbecued it." This water from Clear lake has made possible better use of the land and more forage crops for hay and grazing purposes. Previously the better land was used to raise grain and the pasture land for livestock pasture purposes.

Schools

The Wapinitia school is almost as old as the post office and Callie Bigbee and her husband G.F. Bigbee were teachers as far back as 1889. The Pine Grove school was built in 1915 with Chrystal Pratt of Wamie the first teacher.

Sawmills

The first lumber for the first buildings on Wapinitia Flat was hauled out from The Dalles. Then the sawmills at Wamie shortened the distance. It was not until about 1900 that the first cooperative sawmill in the timber of West Wapinitia Flat, known as the Fryer Mill, came into production. The 1898 directory mentions the Clear Lake Lumber Co. The 1910 directory mentions the Frank Pierce sawmill and J.R. Keeps had a sawmill out there about that same time. A.B. Lind & Son sold lumber at Pine Grove 1948.

Pine Grove

Mrs. A.W. Quinn says that at Pine Grove the first store was started by Earl Birchard in 1924, followed by the Ben Richardson store and service station in 1925 and he sold to Floyd Eubanks in 1939. In 1927 the Wapinitia highway was built from Maupin to Portland through Pine Grove. The first restaurant at Pine Grove, called the Black Cat, operated from 1927 to 1940 by Jack Albon. Pine Grove is 7 miles west of Wapinitia and was founded in 1914.

Wapinitia 1910

The Dalles directory of 1910 said Wapinitia was first settled in 1875; was 45 miles south of The Dalles and was served by a daily stage to and from DUFUR. It had a United Brethren church. I. Batty operated the hotel and feed barn. Fred Delco operated a gallon house liquor store. Earnest Hartman operated the general merchandise store, was postmaster, notary public and justice of the peace. Frank Pierce operated a sawmill. Knabe & Nelson operated the blacksmith shop. H.T. Corum had a small store and A.L. Nelson operated a hotel. It boasted a good school and the location of the pioneer cemetery, and was credited with a population of 40.

Lewis Woodside Biography

Lewis Woodside, the blacksmith of Wapinitia was born (1857) at Silverton son of Asbury and Elizabeth (Anthony) Woodside. He received his early education in Marion county and came to Wapinitia in 1880. He married Nettie McKee and their children were: Dee Woodside, farmer of Wapinitia who has assisted with this history and who married Stella Trumah and has a son Lloyd of Wapinitia; 2. Fred Woodside who was drowned in the Deschute's in 1902; 3. Walter Woodside who married Susie Walters and had Roy, Lee, Wallace and Florence (Mrs. Lee Ellmaker) all of Portland; 4. Mattie Woodside (Mrs. Pete Olson) Klamath Falls; 5. Lewis Woodside, farmer of Maupin, married Fay Driver the daughter of Bruce, and have Vern and Van of Maupin; 6. Lela Woodside (Mrs. Walter Driver) The Dalles, who furnished this biography, has son Leonard Driver of The Dalles; 7. Ralph Woodside of Wapinitia married Josephine Obrien and have Harland and Kathleen.

Sam Brown

Sam Brown, the first stage coach driver from Wapinitia to Prineville was born (1868) in Georgia and came to Wapinitia in 1888 where he homesteaded on Juniper Flat, became a successful cattleman and vice-president of the Maupin bank. He was survived by his widow Marion Brown, daughter Mrs. Chas Cable, Portland.

James Farris

James Farris and his wife Martha (Newman) Farris were 1865 covered wagon ox-train emigrants from Iowa in the same train with Silas Wm. Davis, Dalles to Wapinitia stage line operator; but went on over the Barlow road to Polk county. They returned to Wapinitia Flat in 1889 to settle on their homestead and cattle ranch, being among the very first settlers on Juniper Flat and trading at the F.X. Paquet store in Paquet Gulch and went to Sherars Bridge for mail. The directory of 1883 lists S.E., J.W. and James Farris at Wapinitia. Their son Enfield Farris married Lizzie Davis, daughter of Silas Wm. Davis and their children were: Grover of Richmond, Calif. and Inez (Mrs. Fred Palmer) Toppnish, Wash.

Wm. H. Davis

Wm. H. Davis, 1160 acre stock ranchman of Wapinitia Flat was born (1843) in Missouri son of James and Nancy (Johnson) Davis, natives of Ireland and Kentucky who died when Mr. Davis was 7 causing him to be "bound out" with other families with little chance for an education. In 1862 he enlisted in Co. F. 42 Mo. Infantry and served all through the Civil War with all its heavy fighting, scoutwork, spy duties in civilian clothes or in Confederate uniform into the Confederate army ranks: - posing as a greenhorn, gawky boy! His service were highly appreciated, gloriously serving his country to 1865. In 1877 he came to Oregon and settled on Wapinitia Flat as a stock raiser acquiring 1160 acres stocked with fine Hereford cattle, among the first on the flat. Half the ranch was tillable allowing 300 acres of grain each year. He married Eliza H. Woodruff who died in 1904. There were no children. Mr. Davis is remembered by his friends and neighbors for his efforts in importing a better breed of cattle into that section of Wasco county which has resulted in greater prosperity, during the following years for all of his neighbors. He therefore is remembered as one of the more outstanding men in the history of Wapinitia if not in all of Wasco county. --History of Central Oregon.

Hampton Kelley

Hampton Kelley was born(1830)in Kentucky, son of Clinton Kelley who came west by ox-team covered wagon in 1848 and filed on Donation Land Claims in what is now East Portland where Clinton Kelley donated the acre of ground for the Clinton Kelley school at which Hampton Kelley recieved his early education. They were naturally very prominent people in the early pioneer history of Portland and civic minded favoring improvements that aided Portland's advancement. Clinton Kelley died at his Portland Donation Land Claim log cabin in 1875. The population of Portland was then 600.

Hampton Kelley married(1853)Margaret Fitch covered wagon pioneer of the "big emigration" of 1852 who came west with her brother following her parents death. In 1879 Hampton Kelley filed on his homestead at Wapinitia. The Portland climate did not agree with his asthma as did the climate at his 1600 acre Stock and wheat ranch at Wapinitia, to which he moved his family in 1881. Their children were:

Plympton and Helen Manley of Portland, Linn, Lester and Lucern B. of Wapinitia and Maupin.

Lucern(Lou)B. Kelley was born at the Kelley log cabin home in Portland in 1865 and recieved his education at the Clinton Kelley school in Portland, at which his father attended, and came to the Wapinitia home with the family in 1881 and continued to operate the home place after his father died in 1898. The Kelley home place was noted for the fine Hereford cattle and hogs it produced. Lucern B. Kelley married Zilpha Snodgrass daughter of Joseph and Arvesta(Stearns)Snodgrass of Wasco and Wapinitia and had a son Floyd of Maupin who married Anna Rhode and had twin sons and a daughter Helen.

The Kelley Methodist church and Cemetery are located on a part of the old Hampton Kelley home place, 4 miles west of Maupin on the Wapinitia Market road.

Hampton Kelley by Bertha Kirsch

Bertha Kirsch, Maupin Historian says, "I have talked to several people and they seem to think that Hampton Kelley was the person who did most for Juniper Flat people. With help, he built the road from Tygh to Wapinitia. He donated 4 acres of ground for a cemetery and officiated at the first funeral of a man named Dave Martin, brother of Aleck Martin.

"In 1892 Dave Martin was coming from Bear Springs and his team ran away. The road was narrow and he saw he was meeting a wagon with a man and his wife and several children! In order to avoid a head-on collision, he turned his run-away team out of the road and they ran right over a log killing Mr. Martin,-a hero who sacraficed his life to save the other family.

"Hampton Kelley donated the land and money to build a church on Juniper Flat and saw that there was a minister there from 1889 to 1896 when he died. Job Crabtree says he paid the minister for coming out in order to maintain the church. Mrs. Hampton Kelley was a wonderful friend and neighbor. If anyone was ill she was on hand to doctor them. Mr. Kelley stipulated that no one was ever to be charged for burial in the Kelley Cemetery and Mrs. Kelley has kept the complete records of burials.

"Job Crabtree recalled the time when Fred S. Gordon's store burned at Victor that just before his family left to pick huckleberries, his father left his money with Mr. Gordon to put in his safe at the store. Mr. Gordon had to go to attend a meeting at Wamic and on his return found the store burned to the ground. However he had taken all the money from the safe, with him to Wamic, so he was able to return all the money the people had left him for safe keeping!"

Hampton Kelley and his wife should be remembered as one of the outstanding families of Wapinitia.

Clarrence L. Morris

Clarrence L. Morris of Wapinitia was born(1837)in Ill. son of Preston and Adalza(Miller)Morris and recieved his early education in Ill. Came to Linn.Co. Oregon(1850)where his father took a Donation Land Claim on which he died in 1863 and on which Clarrence recieved his early education. He came to Wapinitia in 1886 and married Catherine Thomas, 1851 covered wagon pioneer who ne arly starved to death coming across the plains when Indians robbed them of cattle and food. Their children were: Preston, Milton, William, Callie(Mrs.G.Bigbee)Teacher; Mary(Mrs.George Young); Marcia(Mrs.Geo. Woodruff);Hattie(Mrs.James Davidson)all of Wapinitia and Lenora(Mrs.John Nowlin)Pendelton.

Ben Foreman

1200 acre stockman of Wapinitia was born in Mo.(1859)son Maj.Luther Foreman, Civil War veteran, and his wife Armita(Brown)Foreman of Ky. Recieved his early education in Mo. Homesteaded at Wapinitia 1869 and married Eliza Abbott, daughter of Curtiss & Catherine(Dils)Abbott, California pioneer of 1857 who brought the first sheep to Prineville and Wapinitia where he settled with his sons Joe & James and daughters Mary Brown, Sarah Washburn and Mrs. Foreman who had a son William Foreman of Wapinitia.

Robert Laughlin

An 800 acre stockman of Wapinitia was born in Mo.(1846)son Alfred & Lucy(Kent)Laughlin; was educated in Mo. came west with parents in 1865 to Yamhill Co. and back to Wapinitia in 1872, before there was a post office, patronized F.X. Paquet's store in Paquet's Gulch and went to Sherars Bridge for mail. He married Sallie Magill daughter of Calib Magill who died in 1887 leaving: Fred, who remained on the home place; Calude who lived with W.H. Davis; Ralph Ross who lived with Silas Wm. Davis in The Dalles; Kate (Mrs.Alonzo Amen)Portland; May(Mrs.Henry Trowbridge)Grant Co.; Gertrude of Portland.

John West

1800 acre stockman of Wapinitia was born in Yamhill Co.(1861)son Wm.& Eliza(Harris)West. Wm. was an 1847 covered wagon pioneer who died at Tygh in 1902. John was educated in Polk Co. His mother died at his age 4 in Mo. Came to Wapinitia 1879 with only a Cayuse, homesteaded and worked hard and acquired a fine Hereford cattle ranch. He married Anna Horton, daughter Jeremiah and Nancy(Wallace)Horton and in 1905 they were listed by the History of Central Oregon as having a son Isham of Wapinitia.

First Families

We have checked some of the first families of Wapinitia and Juniper Flats with Grace Confer (Mrs. Robert Davidson) and Dee Woodside, both of Wapinitia, who have provided this record with some very interesting history. Mrs. Davidson explained that Juniper Flat extended from the Fairview school district, on the northwest tip of the flat on the old Tygh-Victor road, extending south to the Kelley Cemetery area. The area south of this "imaginary Kelley Cemetery east-west line" has always been regarded as the Wapinitia Flat area. The country between Wapinitia and the Indian Reservation, and west toward the mountains is commonly referred to as Paquet Gulch, mostly owned by the Abbott Brothers. Pine Grove is on the new Wapinitia highway near the forest boundary. All the area gets mail on Route 1, Maupin and is known by the younger generation as "the Maupin Country", which term also extends east of the Deschutes river to include the Criterian and Bakeoven country, served by a Star Route out of Maupin. Maupin is a new town, being only 40 years old, while Victor is more than 60 years old and Wapinitia more than 75 with the first known settlement 83 years ago! Juniper Flat therefore means the Victor area while Wapinitia Flat includes all the rest of the area.

Christopher Confer

Was born in Indiana (1849) son of Jacob and Hanna Confer and came to Juniper Flat in 1886, married Anna Creager and their children were: Nettle (Mrs. Geo. Fuller) The Dalles; Sophia Martin, The Dalles; Francis; John (1862-1933) and Grace (Mrs. Robert Davidson) Victor (R.1, Maupin) who assisted with this history.

Dee Woodside

Dee Woodside of Victor (R.1, Maupin) historian of Juniper and Wapinitia Flats, son of Louis Woodside, the blacksmith of Wapinitia whose biography appears on page 251; was born and raised at Wapinitia and like Mrs. Davidson, knew almost all the old time families and original settlers, is owner of property adjoining the Kelley Cemetery, likes to talk history and is well posted on the history at Wapinitia.

S. G. Blackerby

The S.C. Blackerby family, credited by The Dalles directory of 1883 as residents of Wapinitia and Juniper Flat areas, moved to the Forest Grove area and the place above Wapinitia is now the O'Briens.

J.D. Capps

Lived in Paquet Gulch; sold to the Abbott Brothers and moved to Portland years ago.

Alfred Sanford

Alfred C. Sanford, whose biography appears under both Wamic and Shaniko, was an 1883 homesteader on Wapinitia Flat, joint owner and operator, with H.T. Corum, of the Wapinitia store and Dalles to Wapinitia stage line; sold his interests in the stage line to Silas Wm. Davis and became a hardware salesman, Moro, Shaniko and Madras store owner, post office inspector and manufacturer; one of the most outstanding men in the history of Wasco county. His place near Wapinitia is now known as the Lester Walters place.

W. H. Davis

The biography of W.H. Davis, the old Civil War Veteran, appears on page 251. He was an early 1877 settler who spent the rest of his life on Wapinitia Flat. Lloyd Woodside occupies the place now.

James Farris

The biography of grandpa James Farris, the first (1869) settler of Wapinitia Flat, appears on page 251. He settled in Paquet Gulch. His sons John and Enfield had nearby places. They all sold to the Abbott Brothers and moved to the Yakima, Wash. country.

P.M. Hunter

F.M. Hunter was a single man who lived on Hunter's Prairie, near Pine Grove.

Hampton Kelley

Hampton Kelley, whose biography appears on page 253, is the most outstanding man in the history of Juniper and Wapinitia Flats! Dee Woodside confirms that, "he did more for the community than any other man. He gave the cemetery, free for public use; built and for years maintained a church in the community; he helped the poor; helped develop the country and had a broad vision of its possibilities and needs; he always had the interest of the people at heart; was charitable, a fine neighbor, friend, citizen and outstanding man." The high regard Hampton Kelley held in the estimation of his friends and neighbors, who knew him best, places him as one of the most outstanding men in the 100 years of Wasco County history. More research is needed to properly present the life record of this outstanding man whom we all thirst for greater knowledge about.

Frank X. Paquet

Frank X. Paquet, after whom Paquet Gulch was named, was one of the first citizens and residents of Wapinitia Flat; veteran of the 1832 Black Hawk Indian War; first store owner and operator before there was a Wapinitia; has an outstanding history of pioneer service in the west; biography on page 250 lists only his sons. Dee Woodside says that his son Oliver (Allie), "had a photographic mind which recorded everything he came in contact with and could call any incident from memory. He was the WALKING HISTORY of Wapinitia Flat! Unfortunately his knowledge was never recorded on paper for the benefit of our children. Oliver's children were: Maude Wald of Wapinitia; Francis Paquet and Earnest Paquet who died at Walla Walla. The Ollie Paquet place is now the Bothwell place. F.X. Paquet was 2nd Wapinitia postmaster.

Nelson Weberg

Nelson Weberg and his wife were natives of Sweden and listed in The Dalles directory of 1883 as residents of Wapinitia. Their children were: Christina (Mrs. John Cunningham; Maggie (Mrs. Joe Bins); Anna Smith and Oliver (Ollie) who married Eva Walters and had Leonard, Harry, Lela and Mable all of Wapinitia. Mrs. Nelson Weberg was a very close friend of Mrs. H.T. Corum. Alfred Weberg was single; Edna married Fred Laughlin and went to Walla Walla. Leonard and Harry Weberg are on the home place at Wapinitia which has been in the family for more than 70 years.

The Abbott Brothers

The Abbott Brothers, Jim and Joe came from Elkhart, Indiana, according to Dee Woodside and first settled at Prineville then at Tygh, engaging in the stock business before settling in Paquet Gulch where they have engaged in sheep and cattle operations. Joe Abbott moved to the Suplee country and Jim married Carrie Pegg and had son James Jr. who married Helen Dement and had son James, 3rd who married Betty Porter and had son James the 4th. They have expended their holdings, as their neighbors sold to them and moved away, and today they are among the largest stock ranchers in that area, pioneers since 1883, according to The Dalles directory.

Robert Young

The pioneer 1875 Robert Young of Paquet Gulch was the brother of Jerry Young and a single man.

Jim K. Lewis

Jim K. Lewis 1883 Wapinitia pioneer lived in the Pine Grove area, married Miss Ward of Kingsley and after Mr. Lewis died the rest of the family moved away.

James Gray

James Gray of Juniper Flat, listed as an 1883 settler in the Victor area. After his death the place was sold and is now known as the Rex Snodgrass place and the children all moved away.

W. P. Funk

W.P. Funk, 1883 settler of Paquet Gulch had daughters Sallie and Jennie who moved away after the family sold to the Abbott Brothers.

Caleb Magill

Caleb Magill was no relation to the Wamic Magills. His daughter Sallie married Robert Laughlin (see page 252 for biography) and Caleb sold out after his daughter's death and moved to Southern Oregon.

Jerry Young

Jerry Young, the first postmaster of the Wapinitia post office when it was located in his store at Oak Grove, about a mile west of Wapinitia; married Miss Strickler of Wamic and had a daughter who lived in Wallowa county with whom he spent his declining years dying at her place in 1920 at age 86. The post office was established March 21, 1878 which made Mr. Young one of the earliest settlers on the flat. He was a brother to Robert Young, single, mentioned above. They came from Springwater (Kernville) Oregon, according to Dee Woodside.

Frank Woodcock & Oak Springs

Frank Woodcock of Wamic and Wapinitia married Grace Davidson and had sons James and Cecil who built a grist mill at Maupin and tried to operate it with power from the Maupin Spring, which proved to be insufficient. They went down to Oak Springs and bought Ben Cook's place, on which he homesteaded in about 1900 and on which he raised a fine garden and orchard which he irrigated from Oak Springs. Cook was a bachelor and he sold to James and Cecil Woodcock who developed a power sight for power for their Maupin Grist Mill, 1916, extra power which they sold to the people of Maupin. James Woodcock died in the service during World War I. Cecil, who is single and a graduate of Stanford University, finally sold the power plant to the R.E.A., settled up the half interest with Jame's wife and boys in Portland. Frank Woodcock was registrar of the U.S. Land Office in The Dalles and a farmer.

Schools

The schools on Juniper and Wapinitia Flats, according to Mrs. Davidson were the Fairview on the northwest tip of Juniper Flat; the Wapinitia school which still operates; the Weberg school; the Oak Grove school; the Victor school; the Beatty--Gordon or McClure school on Juniper Flat; the Pine Grove school which still operates with 2 teachers; the Derthic school near Lone Pine Grange hall; the Kelley school on Juniper Flat and the Maupin school which was established in 1910.

Jack Jones

Jack Jones 1880 settler on Juniper Flat who established the Victor post office and store came from the Willamette Valley to file on his homestead which became Victor. His wife Viola was first postmaster of Victor. Their children were: Claude of Mosier; Bud of Mosier; Emma and Victor, who died in infancy, after the post office was established (1893) being born in 1895 and dying in 1896. Prevailing tradition presumed the office was named for the infant. The Jones family sold out and left for Markman, Oregon, according to Dee Woodside and all the children are deceased, so there is no way of knowing exactly why they named the post office Victor; presumably for an older relative of the family. It is 8 miles from Tygh to Victor, over the old Dalles to Wapinitia stage line route and 7 miles from Victor to Wapinitia.

Hugh Jackson

High Jackson, operator of The Dalles to Wapinitia Stage Line farmed on what is now the Bates place; ran the stage line from Wapinitia to the Warm Springs Agency; was previously operator of The Dalles to Canyon City stage line on The Dalles to Antelope section. He had become operator of The Dalles to Goldendale stage line, according to Dee Woodside, just before he came to Wapinitia and when he left Wapinitia he went back to Goldendale, presumably to one again operate that stage line. Later he operated a line from Sandy to Oregon City. The he became a contractor and built streets in Bend, Ore. He then went to Cottage Grove where he died at age 86 in 1951. He was a very charitable and outstanding man in the history of Wapinitia and The Dalles. Whenever a sick man needed medical or other aid Hugh Jackson seen that he got to the doctor whether he had any money or not. Families on the verge of winter starvation could depend on Jackson seeing them through for grub.

Sam Todd

Sam Todd and his brother John Y. Todd established Sherar's Bridge in 1860 and Dee Woodside was of the opinion that he most probably was the first settler on Wapinitia Flat in the early 1860's where he established a horse ranch to furnish miners with mounts and pack train operators with a change of horses. It was a fine horse country, lots of open range and excellent horse feed. Mrs. Davidson said "when a girl I use to see strings of horses a mile long going to water, here on Juniper Flat!"

Frank Gabel

Frank Gabel was an 1883 settler in Wapinitia Canyon on what is now the Willis Farlow place. He married Annie Minnie and their children were: Charlie of Portland; Ben of Gresham; Harry who was killed in an auto wreck; Ed. who lives at Maupin city limits ranch and married Lennie Confer and has son Lawrence in the army; and a daughter who became a Sister at Marylhurst.

The McCubbins

The McCubbins of McCubbin's Gulch were such early settlers and have been gone so long that even the pioneers of Wapinitia Flat have forgotten their given names. They went to Wallowa County. The daughter of Jerry Young, first postmaster of Wapinitia married a McCubbins.

The Shannons

The Shannons, who were early residents of Tygh as well as Wapinitia Flat have been gone so long to Springwater, Oregon that even old timers have forgotten their given names.

The Condons

James B. and James W. Condon, listed as lawyers of The Dalles in 1898 directory, were originally pioneer settlers on Wapinitia Flat, according to Dee Woodside, on what is now the Oscar Walters place.

The 1898 Settlers

The Tom Beattly place is between Victor and Wapinitia. The Sam Brown place is at Pine Grove and he died last year. John Cunningham lived in Paquet Gulch and went to California. Mose DeLore married Matilda Green of Wapinitia and their son Mose married Hazel Confer. Ben Foreman married Elizabeth Abbott and their son Wm. is deceased. D.E. Hurst lived in Wapinitia Canyon. The Marion Huston place is now the Roy Crabtree place; Huston went to Dufur. Vern Lewis married Clara Delco and went to the Willamette Valley. The Wm. Little place is now known as the Robert C. Davidson place at Wapinitia. The Henry Petersons came from Sweden, sold to the Cattle Association and moved away. The Tom Smith place at Wapinitia is now known as the Hammer place. John Ward was a bachelor homesteader at Pine Grove and had brothers George and Ira of Kingsley. --Mrs. Robert Davidson.

Louis Delco

Louis Delco of Pine Grove children were: Jose; Fred; Henry; Lizzie all of whom have gone and John of Wapinitia who married Belle Rone.

Rufus McCorkle

Rufus McCorkle (see biography under Tygh) married Jessie Magill of Wamie and their children were: Lester and Clifford who moved away; Calvin of Maupin who married Catherine Morris and had son Milton.

The Walters Brothers

The Walters Brothers, Fred, Jess, Oscar, Frances and Leander of the Pine Grove district are best known as the musicians of Wapinitia Flat who can take their fiddles and make most any farmer family's feet itch to do a "do-say-do" or glide through the Missouri waltz. In this day and age of radio and television full appreciation of the efforts of our pioneer musicians has been almost lost sight of. Our "canned music" like our "canned food" is never as nice as the real thing like the Walters Brothers could put forth at an all-night barn dance.

Fred S. Gordon

Fred S. Gordon, who established The Dalles to Wapinitia Stage line in 1878 and operated the general store at Victor married Maggie Gordon (no relation) and had son Brian and daughter Molley.

John Evick

John Evick died at the age of 84 in 1921. He was listed as a pioneer settler of 1898 on Juniper Flat where his son Alfonse operated the store at Victor. His wife Harriett died in 1905 and a son P.H. Evick farmed on Juniper Flat in 1898.

I.O.O.F. Lodge

The I.O.O.F. Lodge No. 209 at Wapinitia was established August 1, 1908 and moved to Maupin Jan. 1, 1916. The Rebecca Lodge was moved to Maupin Nov. 17, 1917.

Grange

The Lone Pine Grange on Wapinitia Flat was organized in 1930.

Oak Springs

The Oak Springs townsite plat was filed by H.F. and Margaret Woodcock July 7, 1910 and by H.M. and Florence Young, according to the Platt Book in the Wasco County Clerk's Office. This would indicate that Mr. Woodcock acquired the place during the railroad boom with the idea of developing a townsite. Later it was turned over to the Woodcock boys who developed the power site and still later a portion sold for the Oregon State Fish Hatchery location.

Breaking Horses

Dee Woodside tells the amusing story of how Victor Butler, son of Dan Butler of Tygh, who came up to Wapinitia one day to break horses for Silas Wm. Davis' Stage Line. They had one peticular mean horse which no one could hardly handle. Vic says, "Bring out the mean one, if I can't ride him I won't be able to ride any of them!" They threw a saddle on him and Vic climbed in. The bronc went straight up, landed on his hind feet, fell over backwards, struck his head on a rock and killed himself dead as could be. Vic had left the saddle and was uncinching it when he turned to Davis and said, "Well, this one's broke, bring on the next one;" and the crowd just roared.

The Devil's Lane

Dee Woodside said, "When I first moved on to my place, the former owner had put up his fences just inside, by about 6 feet, of his neighbors fences. The space in between was called THE DEVIL'S LANE. It indicated neighbors didn't get along and said uncomplimentary things about one another, so the very first thing I had to do was rebuild my fences, in cooperation with my neighbors, lest people would think I was a 'devil of a fellow to get along with!' There were other Devil's Lanes on Juniper and Wapinitia Flat at that time too!"

MAUPIN

The Maupin post office was established December 18, 1909 with William H. Staats as first postmaster. On July 1, 1914 W. H. Talcott became postmaster and served until July 25, 1917 when Ethel Kellogg became acting postmaster followed by Ida E. Canfield December 24, 1917 as postmaster. On Oct. 11, 1919 Benjamin F. Turner became postmaster and served 21 years until Donald E. Miller became the acting postmaster Dec. 20, 1940 and postmaster June 28, 1941.--Data by Mrs. Pete Kirsch.

Route 1, Maupin

R.F.D. mail service out of Maupin for Juniper and Wapinitia Flats was established in 1920 with Jason Carl Pratt (biography under Wamic) as first Rural Mail Carrier. He was formerly (1914-1920) postmaster at Wamic. He carried until 1932 when he traded with James Beck of The Dalles, a city carrier, who served the route until 1944 when he made a 3-way trade for a clerkship at Camas and LeRoy Holt transferred into the Maupin vacancy. Mr. Holt died in 1950 and Everett D. Hammer, a World War 2 veteran and native of Wapinitia Flat was appointed to fill the vacancy January 1, 1951. Route 1, at Maupin, proceeds west on the Wapinitia highway to the Wapinitia Market road, south to Wapinitia where he transfers a locked pouch to the Simnasho contract carrier; west to the Wapinitia highway; on to Walter's Lane; back to Pine Grove school; retrace on the Wapinitia highway to Abbott Lane; north through Victor to The Dalles-California highway and back to Maupin. It covers 60 miles and serves 150 families. Maupin is located on The Dalles-California highway, 50 miles south of The Dalles, and on the Deschutes river and Oregon Trunk railroad, which makes Maupin an important shipping point and relieving point for freight, wool, livestock, wheat, lumber and other products of the area. It was named after Perry Maupin, son of Howard Maupin the founder of Antelope (biography under Antelope).

MAUPIN by Carroll Richmond

Carroll Richmond, the author of the following excellent historical article on Maupin, which appeared in the 1948 Historical Edition of The Dalles Chronicle, is the daughter of Everett and Alma (Powell) Richmond of Maupin, and was a Maupin High School girl in 1948 now attending Bible School in Portland. It is very, very unusual that a high school student will pause from ordinary high school pursuits to give much thought and study to their friends and neighbors. We think Miss Richmond is to be congratulated by her Maupin friends and neighbors for she is one of the most outstanding historical high school students in the 100 years of Wasco county history.

Maupin

Perry Maupin arrived at the present townsite of Maupin in 1872. He realized the possibilities of the location and constructed a ferry, which he operated from the west side of the Deschutes to the mouth of Eakeoven creek. He continued in that line for 5 years, during which time he built the first house in Maupin, now occupied by Mrs. G.I. Derthick, after which he left Maupin.

The next settlers were "Deacon" and Eli Hinman, uncle and nephew. Eli filed on a homestead at the present site of Maupin and after he received his patent he sold to E.B. Dufur, December 26, 1890. Mr. Dufur sold to Mrs. Isabella Slusher, later the wife of W.H. Staats. She sold in 1908 to J.O. Elrod who platted the town but later turned the property back to Mrs. Staats who filed the platt in Wasco county records May 5, 1910, signed by W.H. and Isabella Staats.

In 1898 Jim Brown, stockman, established a ferry service, hiring J.H. Chastain Sr., a millwright and carpenter to do the construction work. The high water of 1903 washed the dock and ferry away. J.H. Chastain had also built a ferry that summer for R.B. Darnall, near the Oregon Trunk depot at Cambrai. After the death of Mr. Darnall in 1905, W. H. Hunt purchased the Darnall holdings and thereafter Maupin was known as HUNT'S FERRY. Mr. Hunt's ferry washed away in 1911 but he built a new one which served the people until the building of the bridge (1912).

First Store

The first store in Maupin was started by W.H. Staats, who occupied a small building on the site of the Clarke Richardson home. He freighted his goods from Dufur (1909) and his first grocery order was filled for Mrs. Mary Cunningham who selected and took the goods off the freight wagon before they were unloaded. Mr. Staats was first postmaster of Maupin and named the town at the suggestion of Mrs. Olevia Confer. At that time the railroads were building up the Deschutes and the Oregon Trunk is credited with laying its rails into Maupin a few days ahead of the Union Pacific. With the coming of the railroads Maupin took on a rapid growth. Staats built a 30 X 60 store and 20 X 60 warehouse at the O.P. Weberg residence corner. He later sold to R.E. Wilson who conducted the business at the time of the big 1921 fire.

Fire of 1921

On September 10, 1921 Maupin was levelled by a fire that virtually destroyed every business place in town! The fire started in the Shattuck store and spread to the south and west, taking every building in its path! Among the buildings burned were the Wilson store, John Confer residence, Jory's grocery, Cook's hotel, the Maupin State Bank, F.C. Butler residence, Cyrs Confectionery and the post-office. The loss was estimated at \$70,000 (\$200,000 1952) partly covered by insurance. Most of the losers began rebuilding immediately. Shattuck, Butler and the bank erected concrete fireproof buildings. R.E. Wilson put up a hollow tile building for a hotel.

Good Water System

Maupin is supplied with water from 2 large springs on the Staats home place. Mr. Elrod, when he platted the town, thought the place could be supplied with water by gravity and laid a small pipe to some of the lots, but found the fall was not sufficient to supply all the lots. When he turned the property back to Staats, a big over-shot water wheel was built, which operated a pump. It was replaced by a ram (1913) which pumped into a reservoir, on top of the bluff overlooking the city. In 1924 the City of Maupin purchased the water system and installed two large rams and finished placing water

pipes through the city, covered the spring by concrete, arranged for the overflow and Maupin now has one of the best water systems in the state of Oregon!

Today

Maupin today has two stores, one a hardware and general merchandise store and the other a grocery and meat market. It has 3 restaurants, a hotel, 4 garages, a barber shop, drug store, coal and wood dealer, an insurance agent, two churches, a Legion-community hall, a movie house, a beauty parlor, an I.O.O.F. building, telephone exchange and telegraph office, two grain elevators, a concrete block making establishment, a soil conservation office, a lumber mill, jail, library, a grade school established in 1911, and a high school. Maupin's first teacher was Mrs. Miner and the schools now employ 8 teachers.

Some of the above history was published in the Maupin Times, a weekly newspaper. Maupin is best known as having the finest trout fishing stream in the world flowing past the city and which draws anglers from all over the country and the Mt. Hood forest recreation area with its lakes, parks and mountain climbing within a short drive. Maupin is closer to Portland than The Dalles via Mt. Hood and they could always drive into Portland in 2½ hours while Dalles residents took from 3 to 3½.

Wm. H. Staats by Fred Lockley

"Yes, I was the first postmaster of Maupin," said Wm. H. Staats when I interviewed him recently at his home in Maupin. "I was born January 8, 1867, near Aurora, about midway between Salem and Portland. My father John G. Staats was born in Germany. There were 6 children in our family, 4 boys and 2 girls. My sister Emma (Mrs. J. W. Soborn) lives in the Woodstock district in Portland. My brother John works in the forestry department and is stationed near Mt. Hood. My sister Lou and my brother Bob are dead. My brother Jim has been a conductor on the street car lines of Portland for more than 25 years. Jim and my brother John both lived in Honolulu for a time.

"We moved to Wasco county in 1872. Father bought what is known as the Ramsay ranch, 6 miles south of Dufur and ran cattle and sheep. My mother's maiden name was Mary Alice Tobin. After my brothers and sisters had all married and left, I sold the ranch and was negotiating for the purchase of a store on Lovejoy street, near the Good Samaritan hospital. While I was in Dufur, waiting to go to Portland, I met Andrew Jackson Dufur, Jr. He told me his sister, Mrs. Slusher, was going to move from The Dalles to the home ranch. He asked me if I wouldn't take over the job of moving her goods to the home ranch and stay a while until she got settled. Well, the upshot of the matter was that I moved Mrs. Slusher out to the home ranch, and she hired me to run the place, and a few years later we were married. My wife still owns 27 acres of the old home place.

"Come on out, I want you to look at the lake, and if you have time, I'd like you to take a boat so you can catch a mess of trout. I have trout in the lake there 15 inches long." We walked out to the lake, and then up to the side of the rimrock bluff, where a huge spring gushes out from the solid rock.

"The first water system for Maupin," said Mr. Staats, "was a gravity system installed by Elrod and Crossley. After the property reverted to us, I put in an overshot wheel and pump to furnish water for our home and the store. I installed a Columbia 4-horsepower ram and 2 years later I bought a No. 8 Columbia ram and built a concrete reservoir on the hill. Some years ago we sold 7/10ths of a second-foot of the water to the City of Maupin for \$8000 and the city installed a water system. This spring flows 3-second-feet of water! As you will notice, we now have 2 concrete reservoirs and the lake covering a acre of ground with 15 feet of water! This spring is certainly pretty handy. It is a scenic asset; it supplies the City of Maupin with water; I have all the trout I can use and I irrigate the place here from the spring.

"In 1920 I sold our store and the good will to R. E. Wilson. I retained the buildings and the warehouse. In September 1921, the town of Maupin was practically wiped off the map by fire. The town of Dufur was named for my wife's father and started by E. D. and A. J. Dufur. It is in the valley of 15 Mile creek and incorporated in 1894.--Oregon Journal November 25, 1930. (Maupin Library).

Maupin Incorporated in 1922

The City of Maupin was incorporated June 28, 1922 with R. E. Wilson, mayor; George McDonald, recorder; O. F. Renick, marshall; W. H. Staats, Dr. J. L. Elwood, L. S. Stovall, Bates Shattuck, F. C. Butler and J. H. Woodcock, counsilmen.

Mayors

R. E. Wilson 1922-25; Bates Shattuck 1925-27; F. C. Butler 1927-29; L. C. Henneghan 1929-31; W. A. Short 1931-33; O. P. Resh 1933-35; R. E. Wilson 1935-39; C. H. Crofoot 1939-41; A. W. Gust 1941-51.

Power & Civic Progress

A franchise was granted E. C. Woodcock for a power and lighting system in 1923. Sidewalks were built on Deschutes Ave. (Main street) in 1922. The water system was installed in 1924 at a cost of \$25,000. Jim Chalmers has been fire chief since 1924. The 300,000 gallon reservoir for fire protection was built in 1930 at a cost of \$5000. The electric pumps for the water system was installed in 1936. The city hall was built in 1937 and sewer system laid in 1938. In 1950 the power and light system was acquired by the R. E. A. Cooperative.--Maupin Community Club.

Maupin, Dufur, Mosier and Antelope are all little cities under 500 population. The record of civic progress each has made is something to be proud of. When a community's population is over 3000 neighbors cease to know neighbors and friends no longer know friends! These little towns are as near perfection as we can reach under our system of civilization!-and education!

Maupin by Clarence Hunt

Twenty-five years ago(1904) there were only 2 cabins and an old sheep shed at Maupin- built by Perry Maupin(1872)and which still stand, when he operated his ferry just below the old county bridge.

Later E.B. Dufur planted some trees and filed a timber culture claim here and pre-empted the adjoining acres. Maupin Springs was then known as Dufur Springs. Mr. Dufur and Mr. Hinman ran sheep here for a while. Later Mr. Dufur sold to Arabella Slusher, now Mrs. W.H. Staats and she and Mr. Staats planned the town of Maupin. They established the first store and post office(1909)20 years ago. Credit is given Mr. Staats for naming the town. He sent 'Maupin's Ferry' to the post office department in Washington, D.C. for approval; but the 2-name post office was not allowable. The name Maupin was chosen in honor of our first settler.

There were 4 ferry boats built to cross the Deschutes at Maupin. East Maupin was known as Hunt's Ferry.

The Maupin Commercial Club held its first meeting in June 1913 with many notable persons in attendance from all over the state. Maupin has since been known as a "good meeting place." Maupin rose out of the fire of 1921 with a determination to grow and it is still growing. Maupin has plenty of good water and the best in the state. The Deschutes river at Maupin is famous for its rainbow trout. The modern camping grounds, cabins and hotels, on both sides of the river, accomodate tourist and sportsman alike.

Maupin has a modern power plant, a good flour mill, 2 grain elevators, 2 stores, 2 churches, social halls and good schools. The railroad, highways and irrigation lend growth to the community. Maupin is the market place for farmer and stockman, the shopping place for the housewife. It is one of the cleanest and best looking little towns in the Pacific Northwest. Maupin is the community center for southern Wasco county.--Maupin Times 1929; address given at Maupin-Deschutes Bridge dedication ceremonies.

The Maupin Ferry by Lester Crofoot

About 40 years ago(1880)Perry Maupin put a ferry across the Deschutes at the mouth of Bakeoven Canyon. He ran it for several years and sold to Eli P. Hinman who operated it until his death when it became a public ferry. No one owned it. It was used by whoever crossed the river. In 1902 a young man by the name of Fred Woodside,(son of Lewis Woodside the blacksmith of Wapinitia), with his horse, undertook to cross the ferry alone. He got about half-way across when the cable broke, turning the ferry loose and it overturned. Mr. Woodside was drowned but his horse swam on across and was found by an Indian who spread the news. The body was not found till about 3 months afterwards down near Free Bridge(Kloan).

The Maupin ferry was put back into operation by Richard Bennett, about a quarter of a mile up the river where he ran it until he sold to Mr. Hunt who operated it until 1912 when the county put in a bridge in front of the Williams and McClure store and Fisher's Garage, connecting east and west Maupin. ---Maupin Times October 15, 1921.

The Maupin Ferry by Job Crabtree

The first ferry at Maupin was built and operated by Perry Maupin.

The second ferry was built by J.H. Chastein for Jim Brown. This was the ferry that Fred Woodside lost his life on at age 18. He had gone to see his girl friend, a Ridgeway school teacher named Grace Mann. This was in 1902 and Grace had taught the Victor school in 1901.

The third ferry was owned by Dick Bennett Darnall who died in 1905 and whose wife sold the ferry to Wm. Hunt(a brother-in-law of Job Crabtree).

Wm. Hunt used the ferry until 1911 when he built a new and larger one, which he used until the county bridge was finished March 1912. The highway bridge was dedicated in 1929.

No freight was ever hauled from Maupin to Shaniko but many tons were hauled from Shaniko to Maupin to help build the railroads up the Deschutes.

Most all the freight for Wapinitia was hauled out of The Dalles and Dufur until the construction of the railroads up the Deschutes and into Maupin in 1910.

Maupin by Mrs. Pete Kirsch

These items on Maupin were taken from the History of Maupin scrapbook, kept in the Maupin library and donated by Mrs.A.W.(Maude)Gust, president of the Maupin Community Club organized Sept. 28, 1927.

The schools east of Maupin were the Criterion, Turner, Lakeview 88, Ridgeway-Dodd, Caskella, Tub Springs, Antelope, Clarno, Bakeoven, Shaniko, Flanagan, Fleming-Wilson and Jersey on the Deschutes. The assembling of the data on Maupin and Criterion sections of Wasco county, for this history, by Mrs. Kirsch is gratefully appreciated. She should be remembered as an outstanding citizen of Maupin.

Bertha(Herrling)Kirsch

Bertha Herrling was born(1899)at Stayton, Oregon the daughter of Franklin and Hanna(Mathes)Herrling who came from Wisconsin to Oregon in 1846. Bertha Herrling came to Criterion as a school teacher in 1913 and also filed on a homestead in that area. In 1918 she married Pete Kirsch, a 1912 homesteader of the Criterion district, son of August and Barbara(Parrish)Kirsch of Stayton, Oregon, emigrants from Pennsylvania in 1903. Their children were: Ted of Myrtle Point, a bulb grower and agriculture teacher; Earnest, County Agent of Gilliam County, at Condon; Gertrude(Mrs.John Hess)Bremerton, Wash. where her husband is a naval engineer; and Paul of Maupin.

This history, like all histories, is short of biographies of the pioneers who MADE our history. As time progresses, we hope to gather more biographies which can be bound into book form for libraries.

NENA

Nine miles above Maupin, on the Oregon Trunk railroad is the siding of Nena, named for Nena creek, which in turn, according to Dee Woodside, was named for Nena Pat, a buck Indian who used to live at the mouth of Nena creek near Indian Johnny's place.

DANT or FREIDA

The post office of Dant was first established as Freida June 16, 1950 and discontinued as Freida November 30, 1950. It was established as Dant December 1, 1950, being named in honor of the Dant & Russell Perlite mine operators, 13 miles south of Maupin on the Oregon Trunk railroad.

Perlite ore is a volcanic glass or light weight rock with many hundreds of small cracks which bear a remote resemblance to pearls or obsidian-like. Geologists believe that volcanic action below a lake or inland sea beds, which brought the hot lava in contact with the cold water, the sudden change in temperature caused an explosion which we now see in the form of perlite ore particles. In other words the Dant mine locations at one time was an erupting volcano under Condon Lake, and they are mining one of the lava flows from the Dant Volcano.

Dant & Russell took this ore and "exploded" it again in their factory at Dant; the ore is then an excellent product for plaster, insulation, wall board, house insulation, acoustical tile.

On May 12, 1952 the Henry Kaiser Company announced in the local papers that they had acquired Wasco County's largest mining and processing industry, quarry and plant at Dant valued at \$2,000,000 and which employs from 25 to 75 men. The plant was constructed in 1947. Most of the employees lived in Maupin.

The open pit mine, located 500 feet up Lady Frances Hill which is a "mountain of perlite ore", a bluish volcanic glass. It is crushed to the consistency of sand, then melted in huge furnaces which cause the particles to explode into globules, full of bubbles of sealed dead air space, making very fine sound absorption board or insulation which is incombustible, at temperatures of 2000 degrees.

The site was discovered in 1919 by Joseph N. Axford and they estimate there is a 50 year supply for continuous operation of the plant at the present capacity. Oregon geologists report other beds nearby. The Kaiser company has two manufacturing plants at Long Beach and Redwood City, California making gypsum board. Ten pounds of the exploded perlite popcorn is the equivalent of 75 pounds of sand for plaster purposes. The plant includes the main building, the rod mill, conveyor, wet storage, warehouse dryer, an electric sub-station with power furnished by the R.E.A., offices and employees homes. The Kaiser Company is expected to enlarge the plant. --Dallas Chronicle May 13, 1952.

HARDY--DAVIDSON--North Junction

Six miles above Dant, on the Oregon Trunk railroad is the siding of Hardy; and 2 miles above Hardy is the section houses for the section crews at Davidson, which was formerly North Junction, according to Mrs. Hilda Addington, postmaster at South Junction. North Junction or Davidson was where the railroad lines up the Deschutes joined together and for the next 10 miles to South Junction the one track was used from the very first to the present time. Mr. McCurdy was the last operator at North Junction. North Junction was established as a post office June 23, 1927 and discontinued April 7, 1932 with J.C. McCurdy, the operator, as the only postmaster. The section crews go to South Junction for mail now.

KASKELIA

Five miles above North Junction (Davidson) was the post office of Kaskelia, named by Malcolm Moody in honor of the first Indian chief at the Warm Springs Indian Reservation upon its establishment in 1854. Kaskelia was established as a post office June 15, 1914 and discontinued January 15, 1921 with Ralph Brown the first postmaster. The Kaskelia farm is operated by Louis Larsen an old timer.

JERSEY

The Jersey school and depot, on the Deschutes, have been torn down and according to Mrs. Hilda Addington, "after the depot was torn down the railroad company put in a Y for backing trains into to head in the other direction. It has since been called the Jersey Y even after the railroad tore the Y out. There is nothing there now but a sign JERSEY Y." The Jersey cabin is owned by Tom Dant of Dant & Russell.

SOUTH JUNCTION

South Junction was established as a post office June 21, 1911 and discontinued June 30, 1948. It was re-established August 14, 1949 with Carmen B. Barry, Postmaster who served until November 30, 1950 when J.M. McNeely assumed the duties and served from December 1, 1950 to November 15, 1951. Mrs. Hilda Addington became postmaster November 16, 1951 and still serves in that capacity. It was named South Junction because it was the southern end of the joint Union Pacific--Oregon Trunk railroad line. At South Junction the Union Pacific tracks started climbing out of the Deschutes river gorge following Trout Creek to Madras and on to Metolius where "joint usership" of tracks from there to Bend were the policy by "agreement." Trout Creek empties into the Deschutes river at Coleman on the Oregon Trunk.

South Junction at the present time has the depot, post office, 21 people. The Kaskelia farm and Dant ranch get mail here. The U'Ren ranch is now owned by Collis Johnson of the Interstate Tractor Co. of Portland. Ghas. P. U'Ren was South Junction postmaster from 1931 to 1946, when he moved away.

The Oregon Trunk railroad followed for about 10 years, on up the Deschutes from Coleman to Mecca, where a depot and supply point for the Warm Springs Indian Reservation was maintained. From there they followed on up past the Vanora school. The railroad bed and Warm Springs highway parallel one another between Mecca and the Vanora school. The Oregon Trunk climbed out of the Deschutes river gorge at Pelton, following Willow creek to Madras. The South Junction--Madras section was abandoned, due to so many washouts of the roadbed, and both lines now use the U.P. tracks to Metolius.

FLANAGAN by Jess Fleming

The post office of Flanagan was established October 11, 1905 with Thomas Flanagan, after whom it was named and in whose home it existed all during its duration, the only postmaster. It was 45 miles southeast of The Dalles and 15 miles southeast of Sherars Bridge, on the old Dalles to Canyon City road; and 6 miles east of Maupin, on the old Maupin to Bakeoven road. It was located on Sourdough Ridge, which layed between Buck Hollow and Bakeoven Canyon. It was discontinued as a post office March 15, 1915.

Thomas Flanagan

Thomas Flanagan came to Sourdough Ridge from Ireland about 1895 with a brother John. Children of Tom were James, toll collector for years on the Vanceover bridge; Helen (Mrs. Fred Van Hoomisson) Portland; Kathleen (Mrs. Joe Van Hoomisson) Portland; Gertrude and Mary, all of Portland. Tom was a stockman and the postmaster of Flanagan.

Frank S. Fleming

Frank S. Fleming was born in Kentucky (1859) came west in the early 1880's doing railroad construction work. He helped with the extension of the Oregon Short Line and the railroad from Corvallis to the coast. He married (1885) Eva Newton, covered wagon pioneer from Iowa (1885). They first located in Thorn Hollow and then Cross Hollow, both near Shaniko. Mr. Fleming freighted supplies from The Dalles to all points as far east as Canyon City. Their daughter Leo Dorcas (Mrs. Dr. O. Larsell) lives in Portland and their son Jess lives in The Dalles. In 1887 Frank Fleming filed on his Dead Dog ranch on Sourdough Flat. He brought the first threshing machine to that area, a horse-powered hand-fed outfit. He had the first well drill and tractor. The extension of the railroad into Shaniko brought many settlers into the area, and so many of them were bachelors that the country became known as "Sourdough Flat." They plowed under the bunch grass and made wheat land out of it. Frank Fleming leased his ranch to his son Jess in 1916 and retired to The Dalles where he died in 1934.

Frank Fryman

Frank Fryman came from Roseburg to Flanagan in 1904, a pioneer from Missouri in 1901. He had relatives near Sherars Bridge who pointed out the good points about Sourdough Flat to them. He filed on a homestead and eventually acquired 500 acres. He freighted for the railroad in 1910 and ran the stage and mail between Sherars Bridge and Shaniko. He retired to the McNeal place in Thompson Addition about 1925. He has a son Al and a daughter of The Dalles.

Arthur W. Fargher

Arthur Fargher was born (1855) on the Isle of Man, in the Irish Sea; son of Thomas and Susan (Christian) Fargher, a wealthy real estate family. In 1870, Arthur and his father Thomas and brother Horatio came to San Francisco where their brother Tom, a blacksmith lived and which trade Arthur learned. The father, Tom, came on up to Oregon to settle, first working for the O.R. & N railroad and in 1878 they settled on their homesteads on Sourdough Flat near Flanagan, engaging in the sheep business, expanding their acreage to 4000 and their sheep to 6000. Arthur married (1885) Maria Baker, daughter of George Baker, 1852 Hudson Bay Co. employee who lived (1905) at Nanaimo, Vancouver Island, B.C. Their children were: Clarence, Fred, Arthur, Monia and Ellen. The Fargher station on the Union Pacific, opposite Sherars Bridge, was named in their honor, as a sort of a shipping station on that road. The depression of the 1930's wiped out most of their holdings.--Biography from History of Central Oregon.

Tom Connolly

The Tom Connolly family settled at Flanagan about 1895. There were several brothers in this family among them being Pat of Portland; Steve of Bridge Creek; Joe who returned to Ireland; Tony who still lives in the Flanagan area. A. J. Connolly now lives in The Dalles.

John Conroy

John Conroy of Tygh and his brothers, were listed as 1910 settlers on Sourdough Flat at Flanagan. Besides John there were Pat, who died; Tony, who married and lived at Flanagan; Mike who disappeared and Tom of Shaniko.

M. J. Courtwright and his wife who were 1905 settlers, sold out and moved away. Wm. Davis a 1900 preacher and his wife sold out and moved away. James Doran, a 1900 relative of Flanagans, was killed in an automobile accident in 1921. Tom Fahy was a brother to Mrs. Tom Flanagan. A.T. Linley, a 1900 homesteader, has two boys still living at Flanagan. Cyrus Tunnison came from Michigan in 1900 and his family still live at Flanagan. C. E. Mathews, single, went to California. Wm. Myers was a single Dutchman who moved away. John Van Meter was there only a short time at around 1900.

Edwin Mays, attorney at law, son of Robert Mays of Tygh, listed as a 1910 resident of Flanagan, became a practicing attorney of Berkley, California.

The Dalles directory of 1910 lists the population of Flanagan as 150 and said it was settled in 1905; held Methodist church services in the Flanagan school house; at first had a daily stage to The Dalles and by 1910 a tri-weekly stage service from Dufur to Shaniko, which hauled passengers and mail. Frank Fryman and Hugh Mulkins each operated the stage and mail route at different times.

The Connolly Brothers

Tom and A.J. Connolly were born in Ireland, 1868 and 1868 respectfully, Tom coming to Flanagan in 1895 and A.J. in 1902. Tom had no children. A. J. Connolly married Anne Shults and their children are Francis of The Dalles and Josephene (Mrs. John Opp) San Francisco. The Connolly brothers operated a 40,000 acre sheep ranch with as many as 10,000 head of sheep. A. J. Connolly lives in The Dalles. Tony Connolly operates the ranch at Flanagan.

More biographies on these interesting pioneer families would be a welcome addition.

BAKEOVEN

The importance of Bakeoven dates back 90 years to when Joseph Henry Sherar, after whom Sherars Bridge was named, was packing supplies to the miners at Canyon City(1862), when one evening he and his Dutch cook stopped at the Bakeoven spring for their evening meal. While Sherar was out tending to the unsaddling of the mules and their hobbling so they could be turned out into the bunch grass, the resourceful Dutch cook built a combination clay stove with a stone-clay oven, so he could bake some bread for the evening meal. They knew that they would be using that spring, 21 miles east of Sherars Bridge and 16 miles west of Antelope, as a camping spot many times, in the days to come, - going to and from the mines, so the little time that it took to build the stone-clay oven, would be well spent. Not only could they use the oven and fireplace, but other packers and miners were welcome to do so too. In that manner and for that reason, the miners and pack train operators and later the freight wagon operators came to know and call the place BAKE OVEN, because there was a place at that spring to bake bread.

Joseph Henry Sherar homesteaded the Bakeoven stage station and camping spot of Bakeoven in 1871 and made his first small fortune by shipping wool from Bakeoven via The Dalles by boat to Boston, Mass. and Philadelphia. Mr. Sherar died and is buried in The Dalles(1908). (Biography under Sherars Bridge).

Military Road

As soon as Robert Mays made the bridge at Sherars wide enough and strong enough to hold up teams and wagons, the military authorities from Fort Dalles sent wagons out with their expeditions into central and eastern Oregon to protect miners, packers and key settlements. It was these military expeditions that first threw enough rocks out of the Indian and pack trails, filled in the ravines so a wagon could cross, and they gradually, (not in one year) became wagon roads. The main road from The Dalles to Canyon City crossed Sherars Bridge and the teamsters always planned to "night" at Bakeoven spring. The military road to central Oregon branched at Antelope, went down Antelope creek to Sisters.

Bakeoven Junction

By 1869 enough people had settled out in Central Oregon for Dalles merchants to want a "cut-off road" from Bakeoven to Ridgeway and down Cow Canyon to Antelope Creek Military road. The County Court of Wasco County(1869) authorized Wm. Clark and Lew Daugherty to construct the Cow Canyon Toll road. The toll collecting station was located on Cow Canyon grade, at the spring where the little service station and auto camp is now located and for many years kept by Mr. Haight.

Bakeoven Stage Station

Then in 1872 Andy Swift established the Bakeoven Inn, stage station, blacksmith shop and livery barn so that stage passengers, freighters and travelers would have a place to stop for the night, feed their horses, make repairs on their wagons or shoe their horses. In 1873 Andy Swift sold this very important stage station, located at the junction of the Canyon City and Prineville roads, to the ever popular and legendary THOMAS BURGESS and his wife, widely known in all of eastern Oregon as one of its most popular Inn or hotel host and hostess in the history of Wasco county. They had a very pleasing personality and a reputation for kindness and courtesy which will be remembered as long as Wasco county has a history!

Bakeoven Post Office

The Bakeoven post office was established December 1, 1875 with Mrs. Tom Burgess as the first postmaster, store and Inn keeper. Thomas Burgess was a native of Columbus, Ohio who came west(1859). Married Ellen Smith of The Dalles. He had mined in California, Oregon and Idaho before he settled on his stock ranch at Bakeoven in 1872 and buying out Andy Swift the next year. They continued to operate the Bakeoven Inn and post office until their retirement to The Dalles in 1902. They enjoyed a very large patronage of business until the construction of the railroad into Shaniko(1901) eliminated the necessity for Bakeoven and The Dalles to Canyon City stage and freight road.

Newton Burgess

Tom and Ellen Burgess had 2 children. Their daughter was the wife of state senator Dan Mararkey of Portland and their son Newton went to school in The Dalles and Portland; was in business with his father at Bakeoven until 1895, where he kept books and helped run the 1000-head cattle ranch, when he moved to Antelope, bought a 640 acre dairy ranch, a meat market, and became a livestock and wool broker. Some years he shipped as many as 25,000 head of sheep out of Shaniko! He married Mary Ashby and their children(1905) were Ralph and Madeline. (-History Central Oregon) He later moved to Pilot Rock, according to Jess Fleming, he became a prominent stockman and state representative. He was murdered in Portland in 1910. Mrs. Mararkey lives in Portland with her sons.

Tom Burgess and his wife lived at 7th & Kelley Ave. in The Dalles, after their retirement from Bakeoven. Mrs. Burgess was actually credited with being the postmaster at Bakeoven, and the Inn keeper, with the help of her son and Tom ran the ranch and helped manage everything. Tom Burgess and his wife Ellen were two more of the most outstanding people in the history of Wasco county.

Henry Wakerlig

Henry Wakerlig bought the store, post office and Inn at Bakeoven from Tom Burgess(1902). He was born in Switzerland(1853) son of John and Regla(Frei)Wakerlig. He came to the Shaniko area(1883) and herded sheep for Solomon Hauser, Al Porter, E.M. Gilsay and Wm. Jones. In 1886 he bought 400 sheep and started in business for himself, first on a rented place and in 1888 homesteaded on Ochecho creek 1½ miles from Bakeoven, acquired 1100 head of sheep and lost all but 300 in the hard winter of 1889. He had to go back herding for the next 2 years to pay debts and eventually acquired 10,000 head of sheep and 3000 acres of land and bought out part of Tom Burgess place, store and Inn. He was married in Switzerland to Mary Wittweiler of Switzerland(1878) and their children were; Henry, Edwin, Earnest, Walter, Mary(Mrs. Albert McKinley), Bertha(Mrs. Roy Logan), Rosie, died young; Julia Spalinger of Portland, Annie(Mrs. John Medler)Harper, Minnie(Mrs. Walter Lang)Wamie. The Wakerligns all left Bakeoven and their place was sold to William Moody.--History Central Oregon; checked with Jess Fleming. Henry Wakerlig went back to Switzerland.

Bakeoven by Jess Fleming

After Henry Wakerlig sold the Bakeoven ranch and post office to Malcolm Moody Mr. Thorp became the postmaster with the post office in his farm-home. Then George Mickle became the next postmaster and moved the office to his farm-home; from there it went to the Claud Wilson farm-home. In 1914 my father Frank Fleming moved the Bakeoven post office to his Dead Dog ranch, about half way between Flanagan and Bakeoven, where my mother Eva Fleming became postmaster. After their retirement to The Dalles in 1916 I became acting postmaster of Bakeoven until the office was closed March 30, 1918. Jim Hinton and Tom Ward are now the owners of Bakeoven, which is a part of their 90,000 acre ranch. The original house, Inn or hotel burned although the blacksmith shop still stands. There are no buildings at Flanagan. The Bakeoven, Flanagan and Criterion districts are now served mail by a Star-contract route out of Maupin which goes out The Dalles-California Highway to Shaniko and returns to Maupin over the Bakeoven-Flanagan road, on a twice a week service basis.

Some of the old timers of Bakeoven that I remember are: Harry Adams, stage and freight operator; L.C. Albrecht, the blacksmith; George Von Borstel, sheepman who retired to Germany and whose son Henry Von Borstel was deported to Germany from 8 Mile creek during World War 2; Tom Brady was a shepherd; "Uncle Tom" Burgess, the likeable store and Inn keeper; J.M. Davis and Herman Isenburger moved away early; John Farrar went over to Antelope; John Flanagan moved away early; Emil Hachler went over to Wapinitia; C.W. Haight operated the toll station in Cow Canyon for 20 years and his son E.C. Haight farmed in the Fairbanks area of lower 15 Mile creek; Richard R. Hinton increased his 300 acres in 1898 to 90,000 which his son Jim of Salem owns jointly with his foster son Tom Ward; Fred N. Jones is now a Sherman county pioneer as is Wm. Kelsay; the A.M. Kirchheimer place is now the Andrew Brown place; John Karlen went broke at the sheep business during the 1934 depression; Wm. & Scuyler Lauder, sheepmen left before 1900; Adam Lohr and John Nachter sold to Hinton and moved away; Marmaduke Maxwell sold out to Hinton and went back to England; George Moore sold to Robert Mays and went to Wamie; Vernon Roberts, homesteader on Sourdough Flat, operated a stage line between Maupin and Wapinitia after he left Bakeoven; Chas. Rothery worked for Fargher at Flanagan; Robert Thompson moved to Thorn Hollow near Shaniko; Chas. and John Todd were sons of John Y. Todd, who owned Sherars Bridge and after they left Bakeoven John Todd became a City Letter Carrier at Bend, Oregon.

1883 Settlers

The directory of 1883 lists the following Bakeoven settlers: J. O. Ball, W. A. Baskale, R. Bootan, Tomas Burgess, W.R. Cantrell, Chandler & Roper, T.V. Demmick, James Fitzpatrick, Joe Frizzell, C.W. Haight, (toll collector on Cow Canyon road); W.A. Halley, D.A. Harvey, Robert R. Hinton & son James, largest individual landholders in Wasco county; S. House, Ed. Martin, Macken Bros., Wm. Mathews, Wm. Norvall, W. H. Pool, J.M. Stimpson, J.T. Wells, George Young, G.Y. Yancy, R. Closter, N. Quinn.

1898 Settlers

The 1898 settlers, listed in The Dalles directory and in addition to those listed above were: Arnold Blaser, J.W. Brookman, Wm. Bosh, Frank Brown, J.N. Burgess, Lemuel Burgess, Tom. Burgess, 2100 sheep and general merchandise store; R.E. Campbell, Chas. Cannon, Wm. Christianson, I.E. Church, H.W. Cook of Ridgeway, Ed Costello, Wm. Daken, R. Dockley, G. Dodd, Chris Donavon, Alex Fargher, Arthur Fargher, Tom Fargher, Frank Fleming, last postmaster, Gai Barney, S. Golden, Peter Harris, Lillie Hinton, teacher committed suicide in Portland; Robert R. Hinton, large sheepman; Joe Holdman; W.E. Hunt who lived in the Criterion district; Jonathan Jackson of Dufur; Wilbur Johnson; W.O. Johnson, J.B. Kelsay, August Longren, later of 8 Mile; James Linton, W.M. Lyle, John McLaughlin, J. Manning, E. R. Mendenhall, T.H. Milliron, J.B. Moore, Nyfeler & Hachler, W. H. Ostrander, Mike Popp, C. Patterson, Wm. Quinn, C.B. Reese, Wm. Rolf, Louis Schadewitz, J.N. Smith, J. Spoonmoore, K.N. Staehr, Julius Stelon, G.A. Stout, Harry Swigert, C.H. Vandruuff, Henry Wakerling, J.W. Willis, W.H. Wilson, C.L. Wray.

1910 Settlers

Settlers of 1910 listed in The Dalles directory: Mrs. J. Alden; fruitgrower (had 2 trees, according to Jess Fleming); John Conroy, now of Tygh, sheepman; Robert R. Hinton, 50,000 acre sheepman; John Karlan, sheepman; M. Maxwell, who went back to England; Patzen Bros., Henry Wakerling, general merchandise and postmaster, later went back to Switzerland. The directory of 1910 said Bakeoven has a population of 20 and was served by a stage between Dufur and Shaniko which ran 3 times a week.

Richard R. Hinton

The Shaniko Leader in 1902 said, "Richard R. Hinton was the largest individual sheep and land owner in Wasco county. His holdings and belongings are an empire within itself. He was born in Missouri in 1852 and his parents brought him to Lane county where he grew up and at 19 came to Shaniko and located on the Robert R. Hinton place, then (1869) known as the Imperial Stock Ranch. He started out with 183 head of sheep, increasing his stock and improving his strain he, in time, became the largest individual owner of sheep and land in Wasco county. He married (1886) Clara J. Bird and in 1902 had Richard and Mary. (His son James was by a previous marriage)."

The above story says Mr. Hinton came to Shaniko in 1869. Shaniko did not exist until 1901 so we have placed the short biography under Bakeoven, where the Wasco County Assessor claimed he lived in 1883, 1898 and 1910. In 1952 the Hinton ranch is listed as being at Shaniko because the Bakeoven post office is no longer in existence. The Bakeoven post office and store location is now (1952) a part of the Hinton ranch. Post offices may come and post offices may go, but the Hinton Ranch will go on forever. It has never moved, except as it has expanded to now (1952) include 90,000 acres and is the largest single, individually owned ranch in Wasco county! It is 140 square miles or if square it would be just under 12 miles on each side or 48 miles of fence all the way around it. With the cross fences to maintain there are more than 100 miles of fence and wire!

CRITERION

The post office of Criterion, 10 miles east of Maupin on The Dalles-California Highway, was established September 11, 1913 with Ida Canfield, first postmaster. She was succeeded in office by Mrs. George Miller in 1916 and in 1917 Dollie Decamp Ducus became the 3rd postmaster. The mail was first carried between Maupin and Criterion in 1913 by Elmer Miller, now of Lindsay, California. Pete Kirsch next carried it between 1922 and 1926 when the office was discontinued June 30 and a Star-contract route established with Phil Starr the first carrier.

How It Was Named

J. Elmer Miller of Lindsay, California says: "I selected the name Criterion out of the dictionary. We were conceited enough to think we could weld a community spirit which would be a model (standard or measure) for other communities to copy. We believe we were successful for we soon had a new schoolhouse, post office, county road which we got made into a state highway, a voting precinct; a rural telephone line, Farmers Union, Sunday school, Literary Society, and we got Congressman Nick Sinnott to open up that country for settlement and enlarged homesteads. We had submitted "Three Notch Juniper" and "Canfield" along with Criterion and the post office chose Criterion. The "Three Notch Juniper" stood between my place and Earl Gamblers, south of my house, where the two trails, from Two-Springs to Shaniko and Maupin to Gateway, crossed." (Between mile post 59 and 60).

Criterion by Bertha (Mrs. Pete) Kirsch

We always thought W.E. Hunt was our most outstanding citizen. He was a big sheep man but he always encouraged homesteaders to come in and settle up the country. He helped with everything that was to our benefit. Mrs. Hunt was especially good to encourage and help us. She had been a school teacher at Shaniko and lives at Maupin now. W.E. Hunt was born in Sacramento, California (1866) and came to Ridgeway (1896) and herded sheep for George Young. He saved enough to buy himself a small band of his own and homesteaded at Criterion. His sheep band increased to two bands and his homestead was added to. In 1904 he married Rojina Campbell of Wamie, who had filed on a homestead adjoining Mr. Hunts. Their children were: Wm. Hunt (1906-1938) killed by a tractor at Tygh; Genevive and Clarence of Maupin who operates the Hunt cattle ranch at Criterion. All three of these children attended the Criterion school. During World War I Mr. Hunt put the Red Cross drives over by contacting his neighbors on horseback. He died Oct. 8, 1937. The Hunt Memorial Park (Wasco County Fair Grounds) at Tygh Valley was dedicated in his memory and is used for picnics, family gatherings, organizations, schools and is considered one of the best fair grounds in Oregon with green grass all summer. The Criterion people all appreciated Mr. Hunt's kindness and interest in the homesteaders. Everyone was always welcome at the Hunt home. Mr. Hunt spent practically all his life at Criterion. He loved race horses and in his younger days was a jockey. He never missed going to the Tygh Valley Fair and taking an active part in it, invested in the buildings and first improvements, which Mrs. Hunt donated to the Fair Board.

Three Notch Juniper

The Criterion country was once called Three Notch Juniper. This juniper is near mile post 60, at the top of the hill on The Dalles-California highway. It was sort of a land mark where the trails from Two Springs to Shaniko and Maupin to Gateway, crossed. About 1880 there were some horse corrals near this juniper. There were springs, near the juniper at that time, but all have since dried up.

Early Settlers

Carl Duis filed on a homestead at Criterion in 1906 and later freighted for the O.R. & N railroad between Shaniko and Maupin. At that time (1910-1911) there was a railroad camp near the Criterion school house (mile post 58) and just 2 miles from Three Notch Juniper corrals. This camp was called the Halfway Camp. In 1908 Marie Bassoni filed on a claim where the Criterion school house now stands. George and Andrew Whitten and Miss Whitten-Starling filed on homesteads in 1908 as did Jerome Kidder, wife and 4 children. In 1910 Arthur Gamber and wife and R.H. DeCamp and 3 children; H.M. Green, wife and 2 boys; Roy Caster, wife and 2 daughters; Jim Baxter, wife and 2 sons. These children caused the need for a school which was established in 1911 with 6 children, Hilda Caster, Paul and Dollie DeCamp, Ida and Edwin Kidder and Roy Baxter. The Marie Bassoni cabin was the first school house. James Wasson was the first teacher. Omaha Munier was the next teacher (1913) and Bertha Herrling (Mrs. Pete Kirsch) taught in 1914-15-16. Marie Bassoni donated the grounds for the school house with the request that the school house be used for community gatherings, and many good times was held at this school house. Sunday school and church was held there as were literary meetings, 4th of July celebrations, the Community Christmas Tree. In 1925 the school was discontinued and the pupils transported to Maupin, as soon as the highway was completed.

Other homesteaders were: Carl Ducus, W.E. Hunt, Jerome Kidder, Chas Skogsberg & father; John, Andrew and Edith Whitten; Hugh and Bert Knight, Elmer Horquist, Mrs. Betsworth, H.R. DeCamp, Arthur and Earl Gamber, Pete Kirsch, Bertha Herrling, Ben and Alfred Herrling, Roy Caster, D.L. Rutherford, Murdina McLeod, Allan Canfield, Elmer and George Miller, Bert Appling, M.C. Snelson, Boss Wilkins, Henry Richardson, Frank Sinclair, Tom Moss, Bert McCready, Fressie Martin, H.M. Green, Homer Martin, Arthur Henderson, Bob Thompson, Dave Wilson, Sils Miller, Joe Kramer, Walt Driver, Henry Cramer, Ed Cramer, Walt and Oscar Brown, Oley Holmes, Bertel Nosker, Jeff Winfrey, Jim Baxter, Fred Gray, George Stage, Roy Crabtree, Henry Thomas, Paul Kirsch, Oliver Barton, Jim Axford, Donald Morrison, A.E. Troutman, Sels Miller, Arthur Bonney, Dale Bonney, Herstel Hollis, Ewen McLennon.

Phone

In 1917 the people got together and built a telephone line to Maupin and later extended it to Ridgeway to serve the 100 people of Criterion. Not one family makes their home there now. Most of the land is owned by Hinton & Ward and by Clarence Hunt, Ed and Alfred Herrling, sheepmen. Carl Duis donated the cemetery ground in 1918. Mr. Kirsch and I moved to Maupin in 1942 when our Criterion home burned. Our children are Ted, Myrtle Point; Earnest, Condon; Paul, Maupin and Gertrude Hess, Bremerton.

RIDGEWAY

The post office of Ridgeway was located on the "ridge" at the head of Cow Canyon and about 2 miles southeast of the junction of the Sherman County highway with The Dalles-California highway, and on the old Bakeoven-Cow Canyon Toll road. It was established March 3, 1892 with Mary Cook, postmaster and wife of Harry Cook. Mrs. Chas. P. U'Ren was postmaster from 1900 until it was discontinued on Oct. 31, 1905. It was a stage and freight wagon stop, when first established, on the Bakeoven to Prineville run. The Cooks maintained an Inn where meals and lodging could be had and a blacksmith shop where repairs on wagons could be made; and a small sale of tobacco and some emergency groceries.-(Oregon Hist. Society).

Harry Cook

Harry Cook was born in England and was a graduate of Oxford University; came to California in 1872 where he and Mary were married and came to Ridgeway in 1885 to remain on his homestead and sheep ranch the rest of his life. His wife died at Oakland, California. Their children were: Fred, who still lives on the Ridgeway ranch; Wm. E. Cook, World War 1 Veteran who died in the flu epidemic of 1918 and is buried in France; Herbert and Robert; Henry, who is on the Ridgeway ranch and Francis (Mrs. E. G. Rice) of Portland. Harry Cook had a brother who was a physician in Portland.

Chas. P. U'Ren

While Chas. P. U'Ren's place was on the Deschutes at South Junction, where he was postmaster for 15 years (1931-46); when he first homesteaded on his South Junction ranch (1900) there was no South Junction and he was credited with being a resident of Ridgeway, by Wasco County Assessor; and his wife Mary U'Ren was postmaster at Ridgeway, maintaining the office in their home from 1901 until it was discontinued in 1905. Most of the rest of the families at Ridgeway went to Shaniko for mail after the Shaniko office was established in 1900. In other words the office of Ridgeway was in the Cook home at the head of Cow Canyon until Shaniko was established, then it was moved to the U'Ren home at South Junction. The South Junction post office was not established until the building of the railroad up the Deschutes river in 1911 and its first postmasters were railroad agents (dispatchers) the names we did not have for the record under South Junction.

Charles P. U'Ren was born at Cheyenne, Wyoming (1888), the first white child born in Cheyenne. His father was Wm. U'Ren, tool dresser for the Union Pacific railroad and was born in England as was his wife Francis Ivy. Chas. U'Ren received his education in Colorado, Nebraska and Oregon, indicating his father followed railroad building in those areas. He came to The Dalles with his parents when he was only 14 (1882) where his father was employed by the O.R. & N railroad when it was first extended into The Dalles. Later the father homesteaded in the Cow Canyon area and in 1889 he married Mary Johnston, daughter of Wm. and Sophia (Borches) Johnston, superintendent of schools at Prineville (1887-90) and a Cross Keys (Trout Creek) homesteader. Their children were: Charles A. U'Ren, Oregon State Policeman of The Dalles who married Veva Bolter, daughter of Cross Keys, daughter of John Bolter and have a daughter Donna; Salina (Mrs. John Baker) Portland; Francis (Mrs. Walter Cowherd) The Dalles; Bessie (Mrs. Henry Swinhof) a Sacramento, California nurse; Margaret (Mrs. J. J. Gard) Portland. Chas. P. U'Ren's brother Tom went to Johannesburg, South Africa where he died. His son Wm. runs a store at Dayton, Oregon. -Mrs. C. P. U'Ren.

1898 Settlers

The Dalles directory of 1898 lists the following pioneer Ridgeway settlers: H.W. Cook, sheepman; Mary (Mrs. H.W.) Cook, postmaster; Walter Davy, cattle; Geo. Dodd, John Farre, R. Hockley, W. Johnson, W. Lyle, M. Maxwell, Chas. B. Neal, E.S.F. Newcome, Herbert C. Rooper (biography under Antelope); H. Smith, Joe Smith, Chas. U'Ren and George Young.

Ridgeway by James W. Fisher of The Dalles

Walt Davy moved to Molalla; George Dodd sold to Cook and went to Madras. John Farre was a blacksmith at Antelope and later went to Burns. R. Hockley lived near Bakeoven. Wm. Lyle's cattle ranch on Hay Creek is now the Chet Kennedy ranch just above the Friday place. George Young sold to McLennen and the place is a part of Hinton's wards. Maraduke Maxwell, a single man and avid athlete sold to Hinton and moved down on the coast. E.S.F. Newcome was a single cattleman and went back to England where he had an aunt who was going to will him her estate but she outlived him. H.C. Rooper went to Antelope. Henry Smith, sheepman, sold to McKay and his daughter Mrs. Wm. Malone lives at Metolius.

George A. Young

George A. Young of Ridgeway and Shaniko, was President of the Oregon Wool Growers Association, a member of the Oregon Pioneers, was a carpenter, butcher, sheep and cattle stockman, real estate broker of Shaniko, hotel man, miner and one of the most outstanding men in the history of Wasco county, promoting the growth of Shaniko region and the railroad into Shaniko that did so much for people of that area around 1900-1911.

He was born at Middlesex Villiage, Mass. (1833) son of John and Nancy (Nutting) Young. Dan Nutting, Nancy's father served 8 years in the American Revolution and lost a thumb in the battle of Bunkerhill. He came to Oregon in 1857 by boat and was first a carpenter on Fort Yamhill; then (1862) ran a hotel in Salem; (1863) mined in Idaho; (1864) built the Overland hotel and operated it at Boise; (1869-74) mined in Idaho; 1874 came to Ridgeway with son Fred and bought a sheep ranch which they operated as George Young & Son, with Fred the manager. George continued to live in Portland where he operated the Occidental and Clarendon hotels. By 1880 he began to like Ridgeway better than Portland, moved up to Ridgeway, bought out his son Fred and managed the 7000 acre ranch with its 16,000 head of sheep and 150 cattle until his retirement in 1904 to Shaniko where he became a broker and money lender.

He married Lydia Heald of Anson, Me and their children were: Fred, mentioned above, who went to Idaho; Agnes (Mrs. Sheridan Soule) Billings, Mont. and Georgia (Mrs. F.D. Shepherd) Portland. Mr. Young lived the rest of his life at Shaniko. --Biography from History of Central Oregon.

CROSS HOLLOWS(Shaniko)

The little known and forgotten post office of Cross Hollows, predecessor to Shaniko, 58 miles south of The Dalles on The Dalles to Canyon City stage and freight road, was established May 23, 1879 and operated until May 27, 1887. In 1878 August Schernackau built a store, hotel and blacksmith shop on the old Dalles to Canyon City road camping spot at Cross Hollows spring (where Shaniko gets its water) and where the two Hollows made a perfect cross, from which the place took its name. In addition to his store and Inn he operated a saloon and was the first postmaster. He did an immense business which the History of Central Oregon said, "ran as high as \$50,000 a year." Mr. Shaniko, whose name was shortened by Indians and freighters who couldn't spell or pronounce Schernackau, had originally come from the Boar district of South Africa and was of Dutch descent and a single man. He sold out to Wm. Farr, who became the 2nd postmaster of Cross Hollows and Inn and store operator. Mr. Shaniko moved to Astoria where he later became Mayor. Mr. Farr operated the business until May 27, 1887 when he moved his stock of goods over to Antelope, closed the Inn and post office of Cross Hollows, 68 years ago.

Cross Hollows (old Shaniko) should not be confused with Cross Keys, another post office on Trout Creek, established July 3, 1878 on The Dalles to Prineville road and discontinued by John Bolter July 31, 1902 after which time the mail was sent to the Ridgeway post office. No one knows why it was named Cross Keys. The name indicates that a horse or ranch brand was the inspiration for the name.

Jim Clark, keeper of the Burnt Ranch stage station, on The Dalles to Canyon City run, was the carpenter who built the large 16 room Inn and store for August Shaniko at Cross Hollows in 1878. It was needed as a place to change horses, on the stages, in both directions in bad weather. Cross Hollows was the eastern terminus for Joseph Henry Sherar's toll road. It was also the junction point for The Dalles to Boise Military Road Company's free road down through Sherman county to the Gordon and Free bridges.

Jess Fleming of Bakeoven says, "my dad, Frank Fleming, hauled freight from The Dalles to Cross Hollows for August Schernackau, but I did not know there was a post office there. Dad and Edw. C. Pease, of The Dalles used to joke about how the freight for Schernackau was simply marked A.S. as no one could spell Schernackau's name! The simplified spelling became Shaniko, the name for the present town of Shaniko. Earnest Schmidt of Maupin tells me that August Schernackau was the first postmaster of Cross Hollows until he sold to Gus Schmidt (Earnest's father) who became the postmaster until it was discontinued. Mrs. Otto Hinkle of The Dalles is another of Gus Schmidt's children and could probably tell more."

Gus Schmidt

Gus Schmidt was born in Germany (1856) where he received his early education which included the knowledge of six languages. He went to California (1874); settled on Cherry creek (1886) where he married Antonie Schmidt and moved to Cross Hollows in 1887 where he homesteaded and ran as many as three bands of sheep in the open country out there then and lived in the 16-room Inn or hotel of Cross Hollows using the old Schernackau store for a wool shed and bunk house for the men. Their children were: Armen of Canby; Agnes (Mrs. Otto Hinkle of The Dalles; Hattie (Mrs. Art Hanna) Mosier; Max Schmidt of Mosier; Earnest Schmidt of Maupin; Otto Schmidt of Canby and Alaska; Arthur Schmidt of Ridgeway (Shaniko) and Lucille (Mrs. Carl Thompson) The Dalles. -- Biography by Mrs. Otto Hinkle.

As this biography indicates, Mr. Schmidt did not come to Cross Hollows until after the post office was discontinued (May 27, 1887) and the Cross Hollow store supplies were moved to Antelope by Wm. Farr. Mrs. Hinkle claimed her father did not conduct a store at Cross Hollows. He did put up a few hungry travelers, freighters etc. in their 16 room home, occasionally, and sold flour and other items to neighbors, who ran out of provisions, at times; but never conducted a store business. Mr. Schmidt did later operate a saloon in Shaniko. They are 2nd oldest Wasco County family of Shaniko (Cross Hollows).

Thomas A. Ward

Thomas A. Ward became one of the first drivers for Henry H. Wheeler when he established The Dalles to Canyon City stage and express service in 1884. He maintained the first small stage station and Inn at Cross Hollows from 1884 until they sold out to August Schernackau (1878). It was not a post office that early and the only other station between there and The Dalles was at Sherars Bridge (established 1880). Howard Maupin kept the next stage station at Antelope and Jim Clark kept the next one to the southeast at Burnt Ranch. It was a long, hard, rough, severe drive, each trip, over those rock-strewn 58 miles to Cross Hollows, from The Dalles. Hostile Snake Indians, who hid in the caves of the Deschutes river, near Sherars Bridge, took delight in firing upon the stages and their passengers and horses. Even under the best of conditions, we don't see how it was possible for Thomas Ward to have continued as a driver for those 12 long years! It was pioneers like Mr. Ward that made settlement of that country possible. Mr. Ward is therefore listed in this history as another one of the most outstanding men in the 100 years of Wasco County History! Who, in 1952, would be man enough to be able to ride a stagecoach for 12 years! They just don't make iron men like that anymore!

Thomas A. Ward (1846-1903) was born in Wisconsin son of John H. Ward who came west as a California and Virginia City, Nev. miner. He was married (1876) at the Spanish Gulch Mines, in Grant County to Mary L. Kirns, daughter of Wm. Kirns, 1852 pioneers of the Mt. Tabor district of Portland. Their children were: Elmer and Lulu Ward, both single, and Rex Ward of The Dalles who married Maude Coleman and who have a son Tam Ward of The Dalles who was for 4 years clerk of The Dalles Co. H., Oregon National Guard, during its south sea island campaign against the Japs in World War 2 and who follows the feed and grain business in The Dalles, graduate of The Dalles High School and namesake of his grandfather.

After selling to August Schernackau, Thomas Ward established the Nanesene stage station, just above Dufur in Long Hollow and was first postmaster there (1878-1884). Then he went in the hotel and livery stable business in The Dalles (Ward & Robertson) where the auditorium is now located; and was sheriff of Wasco county in 1892; died in The Dalles in 1903 after an outstanding pioneer life of service.

SHANIKO

The post office of Shaniko, on the Sherman County highway, 11 miles north of the junction with The Dalles-California highway and 58 miles south of The Dalles, on the old Dalles to Canyon City stage and freight road via Sherars Bridge and Bakeoven; was established March 31, 1900 with John Wilcox the first postmaster. It was formerly known and called Cross Hollows in 1887.

The Railroad

In the fall of 1899 it became generally known that the Columbia Southern railroad would be extended from Moro and Grass Valley into Cross Hollows terminal. Surveyors laid out a new townsite, after the Moore Brothers of Moro had bought the land. A bank, warehouse, general store and railroad terminal buildings were in the original plans which created a lot of southern Wasco county excitement. The Times-Mountaineer, is quoted in the History of Central Oregon as saying on Sept. 20, 1899: "The Columbia Southern railroad will be pushed on south from Moro to Cross Hollows as rapidly as possible and that place will for years (12) to come, be the terminus for the road, for when it is completed into Cross Hollows there will be little reason for building it further, as it will be in a position to handle all freight traffic for many miles to the south. A number of Dalles people have interested themselves in the place, among them being Wentworth Lord and W.C. Laughlin who have taken stock in the Shaniko Warehouse Co., which proposes to erect a large wool and grain warehouse and do a general forwarding, storage and commission business. They have also taken an interest in the Shaniko Townsite Co., with a capital of \$48,000 (\$180,000 1952), the purpose of which is to acquire title to realty, build a waterworks, electric light plant etc. The incorporators are B.F. Laughlin, Edw. C. Pease, D.M. French, Wentworth Lord and J.W. French all of The Dalles; and W.H. and H.A. Moore of Moro. The interest of these gentlemen indicates there is money back of the town of Shaniko which is one of the things needed to put it going."

The Shaniko township plat was filed with the County Clerk of Wasco County by W.H. and Laura Moore Sept. 8, 1899. The first building erected was by G.G. Wiley in March 1900. The Shaniko Townsite Co. built a two-story house soon afterwards, making the 2nd building. The Townsite Co. laid out the grades for streets and sidewalks, planned the water and sewer system for the 30 block city, with business streets 100 feet wide and residential streets 80 feet wide. The Shaniko Warehouse Co. was incorporated in September 1899 for \$42,000. The Townsite Company announced in the Portland Oregonian that the railroad would be completed into Shaniko April 1, 1901, and that Shaniko would become the largest wool market in the world (It was). By March 1900 more than 100 men were employed in Shaniko "tent city", there being only one wooden building erected - and used for a saloon and gambling house! By April 20, 1900 the application for the post office had been granted as of March 31, 1900 with John Wilcox the first postmaster. By May 13, 1900 the first railroad construction train rolled into Shaniko and two days later passenger and freight trains followed. The June 1, 1900 federal census showed Shaniko's population to be 172. The water system when completed in July 1900 cost the Townsite Co. \$20,000 and was obtained from a big spring, like that at Maupin.

First Fire

The first "big fire" hit Shaniko Oct. 2, 1900 and took Pease & Mays 100 square foot store and Houghton and Henry's Drug store. Pease & Mays carried a \$20,000 stock of merchandise. The total loss was \$33,000.

Incorporation

Shaniko was incorporated Feb. 9, 1901 with F.T. Hurlbert, mayor; E. Lewis, recorder; Del Howell, marshal; and counsilmn Cy Cooper, of Fairbanks and Dufur, harness maker; N.M. Lane, blacksmith; Fern Batty, George Ross, H. Bruner and F. Lucas. By 1902 the railroad shops were completed and the warehouse stored 4,000,000 pounds of wool, for shipment and 400 cars of cattle were shipped! Stage coach service to central and eastern Oregon, left daily.

Other postmasters

Following John Wilcox in office as postmaster were: Alfred Sanford, Archie McCullough, Leola Stocker, Mr. Beaugard, Mrs. Dick Kinney and Maude Garrett, the present postmaster. John Coe 1910.

Shaniko 1903-1910

G.M. Cornet operated stages to Prineville and Mitchell. Population 300. A.C. Sanford was postmaster. Some of the stage drivers were Wm. Neal, Richard Hoffer, Fred McCormick, Harry Adams, Wm. Ross, Walter Check, John Sumner, Benjamin Dougherty, Tom Hutzler, M.G. Miller, Tom Sharp, Chas. Carey, Wm. Ledford, Frank Barnett, Grover Ewing, Glenn Eyre, Lester Miner, P.K. Simonds. 1910 population 800. Wm. Kelsay farmed between Shaniko and Kent, now the Mobley place. The telephone line was extended from Shaniko to Prineville in 1904. Wool shipped amounted to 5,000,000 pounds annually, besides the wheat and livestock. In those days, old times say, "Shaniko never had a cemetery because nobody ever died a natural death; and those killed in gun battles were left for Coyote food; and those who drank themselves to death were poured back into the keg, a yeast cake added, and left to 'work' again!"

Deschutes Railroad Boom

The Deschutes railroad construction boom in 1910-11, saw Shaniko's muddy streets and board sidewalks lined with construction laborers, teamsters, stockmen, gamblers, cow punchers, sheep herders, women camp followers, in true western dime-store novels, without parallel since the 1860's in The Dalles! Its saloons and gambling halls dwarfed the churches. Towhy Brothers brought strings of 25 or 30 men into a restaurant at a time, for meals. The hotels were crowded. Teamsters kept the roads in a fog of dust or a mire of mud. The livery stables did a big business. The merchandise stores sold ranchers a YEAR of supplies at one time, not a week's supply, like we buy in 1952! The anvils at the village blacksmith shops rang out their tunes 16 hours a day, in good weather, while their horse-shoers swore at the beasts in many languages. Harness makers worked early and late, repairing harness, making new harness or working on saddles, shoes or other leather equipment. Such was the picture at Shaniko from 1900 to 1915.

Shaniko 1910

The Dalles directory of 1910 listed 270 names of Shaniko residents, mostly transients, and claimed the city had a population of 800, was a growing and prosperous town with the best water system in the state, good schools, first class hotels, telephone and telegraph service. Cafe owners were Price & Potter, Richard Ruder, Harvey Ashton & Al Baker, besides the Shaniko and Columbia Southern Hotels. There were 7 saloons and gambling halls. Livery stables were Randall & Baker, Delmar Howell and John Flanagan and Chester Ward. Gus Reeder had a harness shop. Cy Cooper had moved his harness shop to Dufur. General stores were Pease & Mays, managed by Tom Gavin (Fire Chief) and brother of John Gavin of The Dalles; R. M. Berglund, A. B. Estebenet and Alfred C. Sanford. M. M. Lane and Wm. Hatten operated blacksmith shops. The Cornet stages had gave way to the Bend auto stages. Dr. James Graham was the Shaniko physician. The Shaniko Leader and Shaniko Star were the two newspapers. The Eastern Oregon Banking Co., with a capital of \$50,000 was headed by T.S. Hamilton, President and Ed. French as Vice-president. The Pacific Telephone and Telegraph Co. had completed a line into Prineville by 1904. W.H. Moody operated the warehouse. Frank Hulbert started the Shaniko bank.

Shaniko 1952

The extension of the railroads into central Oregon in 1910 took all the business away from Shaniko that justified its investments and creation 10 years earlier. The building of the highway in 1925 definitely put an end to its importance. Today it has a post office with Maude Garrett, postmaster; the Olson general store with John Reeder, manager; the Shaniko Hotel; the grain elevator managed by Wm. Reese, a service station and a few houses and other buildings. A number of the dwellings was torn down and moved to Madras and other localities and some of the buildings burned. Shaniko enjoys a fine climate and the view of 9 snow-capped mountain peaks, still has fine water and a good school.

Gus Reeder

Gus Reeder, farmer, deputy sheriff, harness maker, mayor, marshall; came to Shaniko in 1894 from Iowa with his brother Mike and went into the sheep business and later (1906-1950) was a Shaniko business man. He married Minnie Burr, daughter of Aaron Burr of Shaniko and their children were: John Reeder, manager of Olson's store in Shaniko; Ralph of Portland; Elsie (Mrs. Tom Jones) of Moro with whom Gus (85) stays; and Margaret of Portland. Mike Reeder had a boy Fred of Orchards, Wash. Gus Reeder is considered one of the most outstanding men in the history of Shaniko.---Biography by Gatch Belton.

James McHargue

James McHargue, 1904 hotelman of Shaniko was born (1851) at Brownsville, Ore. son of James and Sarah (Montgomery) McHargue, 1847 covered wagon pioneers. He married Mary Kinney and their children were: Wm., John, Flora, Margaret Shaw and Lillie who married Wm. Reese, manager of the Shaniko Elevator and warehouse, and who still reside in Shaniko.

Norris Lane

Norris Lane the blacksmith of Shaniko (1904-1910) was born at Eugene son of Andrew and Indiana (Smith) Lane; came to Bakeoven and started a blacksmith shop in 1891 in partnership with his brother Lewis L. Lane, blacksmith of The Dalles associated with Frank Sexton. In 1900 he established his blacksmith and harness shop in Shaniko, employing from 3 to 5 men. He married Elizabeth Whitsett and had son Floyd.

A.R. Altermatt

A.R. Altermatt, banker and outstanding painter of Wasco county; came from Minn. to Shaniko where he worked in the bank. His wife Louise recently died in The Dalles and his sons Robert and Darrel live in California. His best known work was "The Emigrants Crossing at the Mouth of the Deschutes" which hangs in the Wasco county courthouse, "Mt. Hood From Lost Lake;" and "Horses on the Range Near Shaniko." Little as we know of Mr. Altermatt he is never-the-less one of the most outstanding men in our history.

George Ward

George Ward, half owner and manager of the 90,000 acre Hinton & Ward livestock and wheat ranch, the largest ranch in Wasco county which lies between Bakeoven and Shaniko on the old stage road as well as The Dalles-California highway; was the son of Chester and Mary (Gibson) Ward, farmer and feed yard owner of Antelope (1900-1920) where Mr. Ward was born about 1914. He married Mary Hampton, daughter of Chas. Hampton, furniture merchant of The Dalles. The ranch employs up to 40 men and runs up to 80,000 sheep.

James W. Fisher

James W. (Shaniko) Fisher of The Dalles was born (1873) at Salem and went to his Shaniko sheep and cattle ranch in 1900. Was son of James and Mary (Starkey) Fisher 1852 pioneers. He married Dolly Brown and they have a daughter Helen (Mrs. Joe McMemamin) Seattle. Mr. Fisher assisted with this Shaniko history.

Alfred C. Sanford

Alfred C. Sanford, whose biography appears on page 253 under Wapinitia was a 1802-06 pioneer merchant of Shaniko and Madras at the same time; moving from these places on account of his wife's failing health; went to Spokane in 1911 where he was a special postal agent, appointed by Frank Hitchcock to work out a better postal bookkeeping methods in eastern Washington, Idaho and Montana as well as Oregon, finally building a factory at Centralia, Wash. and died in Portland in 1923. He operated a stage line out of Arlington, Oregon before he came to Shaniko and Moro. While postmaster at Shaniko, the volume of mail was third highest in Oregon, and the boys he trained at Shaniko were sent directly to Portland and San Francisco main offices for employment in bookkeeping departments! At the time of his death in 1923 his son Fendel Sanford lived in Long Beach, California and his daughters were: Mrs. Randall Fries, Spokane; Mrs. Stephen Price, Centralia, Wash.; Mrs. Louis Falkenhagen of Grants Pass and Velva Sanford of Portland. His first store was in a tent in Shaniko in 1900! He enjoyed a large trade in groceries and hardware, shoes, hats, wagons, plows, stoves etc.; was a Shaniko counsilman and school director. His entire life has added much to the growth of Wamic, Wapinitia, Arlington, Moro, Shaniko, Madras, Spokane, Centralia and the progress of the postal service. He is therefore credited as being one of the most outstanding men in the 100 years of Wasco county history.---Bio. by Glayds McCallister R.3, Bend, Ore.--next Peterson Rock Gardens.

ANTELOPE

The post office of Antelope was established August 7, 1871, 65 miles southeast of The Dalles on the old Dalles to Canyon City stage and freight wagon road. Howard Maupin was the first settler and he was the caretaker for the old Antelope stage station which Henry Wheeler established in 1864. Mr. Nathan Wallace was the first postmaster with the office at first located at "old Antelope" about 2 miles east of the present town, where Howard Maupin had his stage station. The History of Central Oregon quotes the Antelope Herald of August 12, 1892 as saying:

"On the old Antelope location, 2 miles east of the present town, Nathan W. Wallace settled in 1870. It was in 1873 that "old Antelope" came into existence. In 1873 he officiated as host at the stage station. He secured the post office which was named Antelope and of which he became first postmaster. The town had a blacksmith shop and in 1879 a store was added by Nate Baird, who later became postmaster. In 1881 the town was moved to its present location, owned by Nate Baird and E.F. Laughlin. During the earlier days of 1870's hostile Indians made raids in this section of the country and the old Nathan Wallace home was built on the "stockade plan", with loop holes through the heavy hewn logs. It was a frequent rendezvous for the scattered settlers."

Howard Maupin

Howard Maupin was born in Kentucky(1815)leaving home as a 15 year old boy for the frontier of the west pushing on to Oregon in the "big emigration" of 1852 first settling in Lane county but returning to the Antelope area in 1863 where he had the first homestead and operated a horse ranch for the benefit of the miners and pack train operators heading for the mines at Canyon City. His closest neighbor was Andrew Clarno, 20 miles east on the John Day! His closest friend was Joseph Henry Sherar who operated a pack train to Canyon City from The Dalles and who named the station or ranch, kept by Howard Maupin(an old Mexican War Veteran of 1846), Antelope Station, after the many antelopes to be seen and which provided meat for the miners and pack train operators going through Antelope valley to Burnt Ranch and Mitchell. Maupin also had a few head of cattle, which, like the horses, he sold to his Antelope Station guests who always arrived hungry.

The Indians had been in the habit of raiding Maupin's stock, were molesting and killing miners and travelers. Soon as Nathan Wallace came to Antelope(1870)Maupin sold out to him and Wallace operated the stage station and started the post office. Maupin moved over on Trout Creek. The Indians continued to raid him over there, stealing his horses at night from the corral and one night he grabbed his trusty musket and killed one of them near his house(cabin); but this didn't put an end to their raiding.

Killing of Chief Paulina

The Prineville Shopper of August 4, 1949, on file at the Oregon State Library carries the following story on the killing of Chief Paulina by Howard Maupin:

Chief Paulina was killed in 1867 by Howard Maupin, keeper of a stage station on The Dalles to Canyon City Stage route at Antelope. He had moved over to another stage station on Trout Creek(near Ashwood) and just previous to that time, the renegade Indian Chief Paulina had stole some of his horses, used on The Dalles to Canyon City Stage line, some of which belonged to James N. Clark(1866)stage driver between Antelope and Mitchell(for Henry H. Wheeler). Both Maupin and Clark were on the lookout for the Chief and his raiding band.

So on the morning(1867)that Clark spotted the Indians in the Burnt Ranch section of the run,(which took its name from the fire set by the Indians to Clerk's property there); he turned the stage around, at the first opportunity and drove back to Maupin's station at Antelope and told him the Indian raiders were passing through from Andrew Clarno's place with some of Clarno's cattle, and headed toward the Deschutes river, and that that was the opportunity to give them a dose of their own medicine.

They put the stage teams up and started out on their saddle horses with their rifles to find and follow the raiders. The Indians had a band of 25 head of cattle and horses which they had stolen and were therefore easy to follow. They trailed them to their Trout Creek camp, eluding the Indian lookouts. They crawled up as close as they could to the Indians and open fired with their rifles. One Indian fell mortally wounded. The rest scattered into the nearby bushes and fled into the hills on foot, leaving the dead and any wounded, their livestock, horses and supplies behind. Coming into camp, upon the mortally wounded Indian, Clark saw he was not dead and pumped some more hot lead into him until he was dead; then went on in search of other Indians, as did Maupin, but without success. They returned to the camp, scalped the dead Indian, rounded up the livestock and drove them back to the Antelope Ranch Stage Station.

It was not until later, after they had further examined the articles they had picked up in the Indian camp, that they determined that the renegade Chief Paulina was the Indian that they had mortally wounded and killed, then scalped. Their conclusions were later confirmed by Warm Springs Indians, to whom some of Paulina's followers took refuge and told the story of his death.

This put an end to most of The Dalles to Canyon City Stage Station and stock robberies. The Indians were taught a lesson, by the old Mexican War Veteran, "to leave the property of the white man's stage stations alone or he would trail them down and shoot to kill with his high powered rifles!" Howard Maupin and Jim Clark's deed in killing Chief Paulina and breaking up his Indian raiding band made that section of southern Wasco county safer for settlement. We therefore list both Howard Maupin and Jim Clark as two more of the most outstanding men in the 100 years of Wasco county history.

It is said that Howard Maupin went back and got the bones and kept them on display in his cabin till it burned and now only a monument near Ashwood marks the spot of Paulina's death. Howard Maupin married (1841)Nancy McCullum and had Perry who founded the town of Maupin; Elizabeth; Rachel; Garrett and Nancy. Howard Maupin died at Antelope in 1878 and a monument at Ashwood, near his Trout Creek home, marks the final resting place of this outstanding pioneer.

Nathan Wallace

Nathan Wallace 2nd settler of Antelope(1870), blacksmith, cattle man, store, hotel keeper and first postmaster of Antelope was born(1832)in Ohio son of Ephirian and Elizabeth Wallace; came to Yamhill county with the "big emigration" of 1852; served 8 months as a Veteran of the Yakima Indian War of 1856; following which he married Sarah Naught, daughter of John Naught, 1853 emigrant from Illinois. He came back to The Dalles during the 1864 Smallpox Epidemic, where he ran a horse-drawn ambulance for The Dalles Hospital while his wife nursed the many afflicted patients; remained in The Dalles as a blacksmith until 1868 when he went to Current Creek(near Mitchell)for a year following blacksmith work and raising stock and settled in Antelope in 1870, where he acquired Howard Maupin's holdings in Old Antelope and ran The Dalles to Canyon City Stage Station, a small store, blacksmith shop and established the post office and was the first postmaster of Antelope. He retired in Antelope in 1897 and died there in 1904. He appears to be the second of Antelope's outstanding citizens. The Wallace children were: Fred, who went to Bend; Chas of Antelope; Aliva(Mrs.J.P. Lucas)Goldendale; Minnie(Mrs.Geo.Herbert)Cornucopia; Jessie (Mrs.James Oakes)Wheeler county; Annie(Mrs.Chas.Winnebeck)Prineville.--History Central Oregon.

The Present ANTELOPE

In 1881 The Dalles to Canyon City Stage Route was changed from the Maupin-Wallace Stage Station at Old Antelope to the present town and location of Antelope. As previously stated Nate Baird and E. F. Laughlin(of The Dalles)bought up the present site of Antelope; platted the town of Antelope(1882)and incorporated the City Government in 1883. Nate Baird had moved his store to the present site of Antelope in 1881 and Nathan Wallace followed with his blacksmith shop and so "young Antelope" was started. Dr. Owsley built the new Antelope Stage Station, which Mr. Wallace acquired and moved to "new Antelope" along with his store and post office."A man named Carter," says the History of Cenral Oregon, "built Tammany Hall," a community meeting center and "city hall". In 1887 Wm. Farr closed out his big store and post office at Cross Hollows(Shaniko)and moved over to Antelope, making Antelope a far more important place, without the competition of Cross Hollows, 7 miles to the west. Then one of two more stores moved in and Antelope took on importance. The Antelope Herald was quoted by the History of Central Oregon on September 2, 1892 as saying:

"Antelope is witnessing a great boom. Lumber is being hauled from the mills and piled up awaiting the action of carpenters to convert it into business houses, residences, etc. Everyone is improving his property and erecting new additions thereto. Town lots are selling at a rapid rate and at good prices. Outsiders are beginning to realize the advantages of living at Antelope and sending their children to school here when the new school house is completed. E.M. Wingate established his general merchandise store with Frank Irving; the Antelope Herald; the drug store by Dr. Franks and John Silvertooth; enlarging the Laughlin hotel; a warehouse by Wilbur Bolton; the new school house; barber and shoe repair shops; organizations and residences."

"The hard times of 1893 did not effect Antelope much," the Herald later reported, "and the movement to incorporate in 1883 was delayed to 1896 when the people petitioned Wasco County Court for the privilege of voting upon the question of incorporation. They "alleged" that there were 170 people within the proposed boundaries and the petition was signed by 51 electors. The September session of the County Court granted the request and the election was held Oct. 19, 1896 and carried by a vote of 33 to 14. Those elected were John Hollingshead, mayor and aldermen S.W. Patterson, John McLennan, Wilbur Bolton, Nate Baird, W.H. Silvertooth, Nathan Wallace; T.S. Cook, marshall and Frank Irvine, treasurer."

"In 1897 Antelope had 2 general merchandise stores operated by Wilbur Bolton and Co. and Frank Irvine; a drug store by Dr. R.J. Pilkington, physician and surgeon; blacksmith shops by Peter Kirohheiner and Antone Nelson; 3 saloons by F.W. Silvertooth, McLennan & McBeth and McKay & Tunny; 4 hotels by W.J. Ashby, Nathan Wallace, McLennan & McBeth and Mrs. M.E. Perrin; a barber shop by G.E. Patterson; 2 livery stables by W.J. Ashby and Henry Dyce; a harness shop by C.F. Perrin; a meat market by G.E. Patterson; the Antelope Herald edited by M.E. Miller; a furniture store and undertaking parlor by E.J. Glisan; a bowling alley by E.C. Dickerson; a stationery store and post office by J.T. Bennett."

The Big Fire

"The big fire of July 11, 1898 at 2:30 A.M. wiped out the business district of Antelope in one hour! It originated in the Condon Bowling alley and would have taken the town had not the wind changed! The Antelope Hotel blazed so fast the guests barely escaped with their lives! The livery stable was taken next and then Kirohheiner's blacksmith shop; Dr. Pilkington's drug store; the post office; Glisan & Brown's furniture; McBeth's saloon and hotel; the Scott building; Silvertooth's saloon; Patterson's store then Bolton's store. On the north side of Main all the buildings were taken. The loss was placed at \$70,000(\$280,000 1952). The town was gradually rebuilt and a good gravity water system installed for fire protection, hose, hose carts, ladders, hooks, buckets, axes, which cost the city \$4000;

"The building of the Columbia Southern railroad into Shaniko in 1900 did not kill or in any way effect Antelope. The 1903 assessed valuation of Antelope was \$48,600. It had a Masonic, Eastern Star, United Workmen, Degree of Honor, Odd Fellows and Sheep Camp No. 367 of Woodmen of the World, besides a Methodist and Episcopal church and fine schools."--History of Central Oregon.

Other Postmasters

Postmasters following Nathan Wallace were Nate Baird, T.H. McGreer, Wilbur Bolton, Wm. Menefee, J.T. Bennett, F.N. Wallace, James Hamilton, Wm. E. Johnson, J.A. Rooper, W.N. Rooper, Florence Johnson, Edith Hastings, Thelma Reese, Addie Dickson, Archibald McCulley(1908-9).

Up to 1901 mail was brought out by The Dalles to Canyon City stage; since then by rail and truck.

1883 Settlers

The Dalles directory of 1883 lists the following pioneer settlers of the Antelope vicinity: J.B. Ashby family who have all left the Antelope vicinity; Nate Baird, early merchant, all of family has left; Tom Berry; Andrew Clarno (see Clarno history); Mrs. C.C. Caldwell; Ike and S. Darbin families have all left; J.N. Friend; Gilman Brothers, left early; D.D. Gray, left early; W.L. Hinkle sold to Tom Brogan in 1900 and left; N. Kelsay; Dan S. Kinney family have all gone; C. Perry Maupin, son of Howard Maupin, (first settler of Antelope), became the first settler of Maupin; J.C. Murphy family all left, son Frank works at Joseph Wilson school in The Dalles; W.H. Peugh, N. Provo, H.R. Rowland, J.W. Scoggin, W.F. Woodbridge, T.A. Wright, W. D. Lord, Hugh Fraser and O.W. Porter all left early (before 1900); August Schenechau (see Cross Hollows) went to Astoria; Henry Steers, father of Joe of The Dalles came to The Dalles early. --List checked with Robert Rooper, merchant of Antelope and The Dalles.

1898 Settlers

The Dalles directory of 1898 listed the following settlers of Antelope:

J.B. & W.J. Ashby, livery stable men have all left Antelope; Lem Axe; Nate Baird family have all gone; Joe Barmon; Geo. Baxter; John Baxter, son of George; T.J. Bennett; Frank Bishop; Wilbur Bolton, general merchandise (see biography); Frank Bradford, single; Phil Brogan family have all gone; Duncan Chisholm, stockman; Chauncy Clark, farmer; Andrew, Charlie and John Clarno (see under Clarno); George Cochrane; Tom Condon, ran bowling alley and had daughter Evelyn; F.T. Cook, carpenter; Tom Coughtin, herder; T.E. & Walt Cowell families have all gone; Wm. Crowe, herder, deceased; Dan Crowley moved to Portland but owns an Antelope ranch; F.M. Diel; L.T. Dam, blacksmith; E.C. Dickerson, livery barn has a son Lewis at Antelope; C.B. Don, stock; Wm. Donaldson, herder; Andrew Dougherty, herder; Wm.H. Duffy; C.B. Durbin, stock; John Finlayson, stock; Columbus Friend went to Ashwood; Horace Gamble was a carpenter; E.J. Glisan operated a furniture store and was an undertaker; E.T. Glisan have descendants at Maupin; Allen Grant was a farmer; John Grant, stockman; W.J. Grayson, herder; James Gregory, teamster; Wm. Griffith, farmer; Sam Glover, The Dalles; Al Groshon, herder; W.O. Hadley, jeweler; E.B. Haley, teacher; James Hamilton, carpenter; John and Tom Harper stage drivers and mail contractors to Prineville; Nat Harrington, herder; Chas. Haynes; Wade Herman, farmer; Tom Hennighan, bartender; W.L. Hinkle, farmer; Chas. Hixon; John Hollingshead, mayor.

Frank Irvine, store (see biography); John Jann; Issac Jenkers, farmer; A.P. & Chas. Jones, stockmen; A. Keaton, farmer; Alec, Dan, J.F., J.P., R.A. and Wm. Kelsay, sheepmen and sheep herders are all gone; W.E. Kemp; D.S. Kimsey (see biography); Frank Kincaide, teamster; A.M. Kirchheimer, insurance; P. H. Kirchheimer, blacksmith; Antone Knapp; Dan Larkins, farmer; Mike Larkins, herder; Rev.D.H. Leech; Chas Levine, stockman; John Little, stockman; Hugh Lloyd, herder; Chas. Lund; J.D. McAudie, stockman; John, Rod and Duncan McAuley, stockmen; Finley McBeth; Wm. McBurney, herder; J.W. & Asher McCollum, teamsters; Robert & Kenneth McDonald, farmers; Geo. McFawn; T.H. Greer, stockman has son Hugh at Antelope; J. F. McIntosh, herder; F. McKay, stockman; Murdock McKay, still at Antelope; D. Kelsay, teamster.

J. McLellan, saloon; Alec, Donald and Elmer McLennon, saloonmen have all left; Duncan & Don McRae, stockmen have all left; John May, herder; Chas. Merritt; M.E. Miller, meat market; A. Marsh, herder; Dan Marrissey, herder; C. Perry Maupin, son of Howard Maupin, first settler of Antelope, has daughters Eva and Jesse in California; John May, herder; Chas Merritt; Tom Moore; Geo. Morgan, herder; James Morgan, herder; Chas Murphy, farmer; Martin Murray; Louis Nelson; Fay & E.R. Newton, herders; Chas Nolin; Dan Norman, herder; C.C. O'Neal, ranch foreman; W.M. Ostrander, herder; Mike Sullivan, herder; Colbert Patterson, herder; George Patterson, barber; G.W. Patterson, shoe maker; Chas Perrin, harness; Mrs. M.E. Perrin, hotel; Dr. R.J. Pilkington, physician and surgeon and druggist; Chas Powme, clerk.

T.J. Reese, farmer; J.N. Rayburn, farmer; Chas. Riley, blacksmith; A.D. Robin; Bert Rodgers, farmer; C.W. Rutherford; Al Russel, laundry; Gus and Mike Reeder, sheepmen and Gus Reeder is now (1952) the oldest resident and citizen of Shaniko; Gus Schmidt, stock; Dave Scott; E.M. Shutt, editor Antelope Herald; Felix Silvertooth, saloon; Geo. Slocum, stock; Frank Spicer, farmer; Frank and Henry Stark, farmers; E.M. Stephens; Zachery Taylor, stock; John Thompson, herder; I.L. Troth, stock; J.D. Tunny, sawmill; Elmer Turner, stagecoach driver; L.L. Turner; Ed. and Wm. Vandervoot, farmers; W.C. Vredt; Charles Wallace, farmer; N.W. Wallace, hotelman; Wm. Walker; James Whitten, stock; A.R. Wilcox, stock; W.N. Wiley, later livery stableman of The Dalles was stockman at Antelope; Wm. Worth.

Antelope in 1910

Antelope Drug store, Felix and Wm. Silvertooth, owners; Joseph Ashby, farmer; Ashwood Stage Line, F. McCollum, prop.; Fred Berring, farmer; Wilbur Bolton Merchantile Co.; E.C. Bower, physician; Geo. Bowley, fruit grower; Tom Brogan, wool grower; Martin Clancy, labor; Geo. Cochran, herder; Albert Cowdell; Sam Cox, farmer; Frank Dial, farmer; Enoch Dickson, farmer; Chas. Durbin, sheepman; Fossil Stage Line, J.F. Stephens, Prop.; M.L. Frater, blacksmith; Hardy Gamble, carpenter; Ed Gleason, farmer; Allen Grant, freighter; Mrs. J.M. Hamilton, hotel; Chas and Issac Hixon, farmers; J.A. Horn, manager, Prineville Land & Livestock Co.; Frank Irvine, general merchandise; W.E. Johnson, postmaster; Roy Keaton, butcher; Finley McBeth, Occidental Hotel prop.; T.H. McGreer, sheepman; Fred Martin, barber; Dave Nance, farmer; Herbet Randall, carpenter; Vern Randall, laundry; Herbert C. Rooper, U.S. Land Commissioner and wool grower; Shaniko-Antelope Stage Line, T.Y. Sumner, prop.; Felix and John Silvertooth saloonmen; Wm. Vredt; Fannie Ward; Wasco Southern Telephone Co. W.E. Johnson, sec.; F. Wolver, feed stable; Pacific Telephone & Telegraph Co. Mrs. F.J. Martin, manager.

Antelope in 1910 had a population of 300 and shipped 100,000 head of sheep annually. Antelope in 1952 has a store operated by Mrs. Tom Hunnington; the post office with Edith Hastings, postmaster; John Silvertooth's barber shop and beer parlor; a school and population of 50.--Robert Rooper.

Mayors of Antelope

J.L. Hollingshead, Wilbur Bolton, Herbert C. Rooper, D.V. Bolton, Robert B. Rooper and J.A. Hastings. For 55 years the mayorship of Antelope has been in the Bolton--Rooper families!

Antelope Fair

The Antelope Fair was held in 1897 and 1898 by the Antelope Stockmen's Union. They ran races on a half mile track; gave liberal premiums for cattle, horses, sheep, wool, wheat and other exhibits. They offered attractive purses for racing and athletic events. The event was held during the second week in October of each of those years. E. M. Haley was the Antelope Fair secretary.--Times Mountaineer, 1898.

Nesmith County

The Times-Mountaineer of The Dalles reported that at the turn of the century, when there were lots of stockmen east of the Deschutes river, and transportation to the Wasco County seat at The Dalles was a long hard day's drive with a fast buggy team, in good weather; that the Tom Burgess bill, in the Oregon State Legislature, for the creation of Nesmith County, by taking off Wasco all the territory east of the Deschutes river, and some off Wheeler, Grant and Crook counties; passed the house of representatives but died in the state senate. Antelope was to be the county seat of Nesmith County, being centrally located, in the beautiful Antelope Valley, $\frac{1}{2}$ mile wide and 8 miles long. Antelope was named by Joseph Henry Sherar after the antelope which roamed the valley in 1860-62 when he first went out in that country as a packer for the mines.

Herbert C. Rooper

Herbert C. Rooper, No. 1 citizen of Antelope, U. S. Land Commissioner, mayor, postmaster, editor of the Antelope Herald, Wasco County Stock Inspector, wool and sheep grower; was born at Huntingdonshire, England (1852) son of John (veteran of the Crimean war) and Charlotte (Nethercote) Rooper of England. He was a graduate of the Royal Academy of Agriculture (1870) at Cirester, England; was an emigrant to Iowa (1871) and came to Antelope (1878) and herded sheep 2 years before he went into partnership with the Chandler Brothers, sheepmen of Antelope. For the next 7 years they handled and shipped 6000 sheep per year, in addition to the wool, and raised horses enough to man the ranch with. In 1885 he went into the sheep business for himself at Antelope. By 1904 he ran 4000 head on his 2200 acre ranch, besides 200 cattle, horses to operate the ranch with, and had a nice home in Antelope.

He married (1886) Elizabeth Pohl of Denmark at Astoria and their children were: Henry who operates the Rooper ranch at Antelope and still runs one band of 1600 sheep; John Rooper of McMinnville; Edna (Mrs. D.V. Bolton) The Dalles; 1951 president of the Wasco County Pioneers' Association who have a daughter Verna (Mrs. Jim Carson) The Dalles; Alma (Mrs. J.A. Hastings) Antelope whose children are: Fred of Bend; Robert of Antelope; Richard of Portland; Herbert of Hillsboro; Ed of Arlington; Wm. of Corvallis; James; Francis (Mrs. Alex McKay) Antelope; Margaret Rooper (Mrs. Gatch Bolton) The Dalles whose children are: Valarie of Portland, Maxine (Mrs. Dorman Phillips) Tumalto; Bessie (Mrs. Blake Johnson) Vancouver; Wm. Rooper of The Dalles has a son Wm. of The Dalles; Isolda Rooper (Mrs. Glenn Steel) Garden Home, Ore.; Fred Rooper of Antelope, single; Robert B. Rooper, merchant of Antelope and now merchant of The Dalles, married Hilma Peterson and their children are Ralph of The Dalles, Robert of Portland and Marie (Mrs. Donn Sweany) of Portland; Dorothy Rooper (Mrs. Dave Crabtree) Bend, Oregon.

Since it is the opinion of the people of Antelope that Herbert C. Rooper has did more for the people of Antelope area than any other one man, he too is set forth in this history as another one of the most outstanding men in the history of Wasco County.

Wilbur Bolton

Wilbur Bolton, mayor of Antelope and owner of the Bolton Merchantile Co. which carried a \$15,000 stock of goods at Antelope for the stockmen of that area; was born at Boyd, Oregon (1860) son of Daniel (1855 Donation Land Claim farmer of Boyd and 1852 emigrant by ox-team from Missouri) and his wife Elizabeth (Fullweider) Bolton of Va. Daniel Bolton of Boyd was the son of Jacob and Elizabeth (Inksell) Bolton.

Wilbur Bolton recieved his education at the Wasco Independent Academy under Prof. Gatch who was later President of the Oregon Agriculture College at Corvallis. He ranched for a time with his father then was with the Wasco Warehouse Co. of The Dalles before he went to Antelope with his brother Virgil and started the Bolton Merchantile store with McFarland & French as "silent partners". Virgil died at Antelope in 1891. His brother Simeon Bolton was county clerk of both Wasco and Klickitat counties and later the postmaster at The Dalles. In 1883 Wilbur Bolton married Jennie Gilmore of The Dalles and their children were: D. Vivian Bolton, Wasco County clerk who has assisted with the Antelope section of this history and who married Edna Rooper of Antelope and have a daughter Verna (Mrs. Jim Carson) The Dalles; Gatch Bolton of The Dalles who married Margaret Rooper and whose children Valarie of Portland, Maxine (Mrs. Dorman Phillips) Tumalto and Bessie (Mrs. Blake Johnson) Vancouver are also listed under Roopers above; Vernon Bolton of Oregon City married Ethel Parks and have George of California and Betty of Richland, Wash.; Virgil Bolton of Salem has Vivian of Everett, Fred of Salem and Yvonne of Tillamook. Dr. Wilbur Bolton of Portland is an eye, ear, nose and throat specialist.

Max Lueddemann

Max Lueddemann, editor and owner of the Antelope Herald, Madras Pioneer, Bend Bulletin (1904) and now (1952) lives at 2227 NE 21 in Portland; was born in Alabama (1873) son of Guido and Joanna (Chisholm) Lueddemann of Tusculynbia, Alabama. He was a graduate of the Alabama University and the Cumberland Law school. He came to Antelope in 1898 and besides editing the Antelope Herald he was U.S. Commissioner. He married Ollie McConnell. There were no children. His brother Earnest Lueddemann was an assistant cashier for French & Co. bankers in The Dalles in 1904. Mr. Lueddemann afterwards went to Portland where he engaged in journalistic activities and still lives in Portland and likes to talk history.

Ben Taylor

Ben Taylor, operator of the 73,000 acre ranch of the Antelope-Shaniko area was born at Antelope (1884) son of Zachery and Addie (Palmer) Taylor. The Taylor ranch runs 2300 head of cattle, 23,000 head of sheep and 1700 acres is devoted to grain. Zachery Taylor came around the Horn in a windjammer in the 1840's and were among the early residents of the Antelope area. Besides Ben there were Wm. and Pearl who died young. Ben Taylor married Edna Hamilton, daughter of James of Prineville and their children are: Eva Friday, Clair and Harold on the Taylor ranch.

Edwin Glisan

Edwin Glisan was a Yakima Indian War Veteran and Antelope sheepman, was born (1835) in New York the son of Solomon and Mary (Taylor) Glisan; came to Salem by ox-team in 1853, lived in southern Oregon and steamboat on the Columbia from The Dalles to Astoria, ran the Union House in Salem; married Minnie Starkey (1860); mined in Baker county in 1862; returned to Salem and then came to Antelope in 1881. Their children were: Ed Glisan, Antelope undertaker; Wm. a Hay Creek blacksmith; Albert a California Cafe operator; Ben a Lake County sheepman; Eugene, a Shaniko warehouseman (1904); Robert a stockman of Antelope; Mable (Mrs. James Warren) Prosser; Nettie (Mrs. Wm. Kemp) Pendelton; Bessie and Inetz. -- Hist. Cent. Ore.

Frank Irvine

Frank Irvine, general store operator of Antelope was born (1860) on his father John and Catherine (Keith) Irvine's Donation Land Claim on Chenoweth Creek at The Dalles, 1852 ox-team emigrants, Yakima Indian War Veteran of 1858, who sold their place to Ed. Kelsay and the Joles Bros. Frank Irvine was educated in the schools of The Dalles and Wasco Independent Academy. He first worked for the O.R. & N railroad, then Wingate & Co. and French & McFarland. He went to Antelope in 1891 and worked for the Bolton Merchantile Co. then went in business with Ed. Wingate at Antelope, later acquiring ownership of the entire store and stock of \$15,000 in merchandise. He married Lydia Walker, daughter of Wm. of California and they had a daughter Bertha.

August Hixon

August Hixon was owner of the Antelope Livery Stable and operator of the Antelope to Shaniko Stage and mail line. He was born in Ohio (1867) son of Albert and Elizabeth (Lane) Hixon. He went to work for himself at 13. He came to Antelope in 1899 and bought Wm. Ashby's stable and farmed. He married Nellie Spencer, sister of Ralph of Antelope; sister of Mamie (Mrs. Chas. Hixon) Antelope. August Hixon had brothers Issac and Chas. of Antelope. The August Hixon children were: Albert, Fern, Iva, August and Nellie all of Portland and Arthur of Antelope. -- History of Central Oregon.

D.S. Kimsey

D.S. Kimsey and his brother Frank were stockmen of Antelope; D.S. being born in Polk county (1848) son of Duff and Maude (Smith) Kimsey 1847 ox-train pioneers. He (D.S.) homesteaded at Antelope (1872) and bought. He married Catherine Ashby daughter of Joseph and Mary (Savage) Ashby 1872 pioneers to Antelope. The Ashby children, besides Mrs. Kimsey, were: Wm. of Calif., Joe of Salem, Grant of Oregon City, Geo. of Weiser, Ida., Mary (Mrs. Henry Steers) mother of Joe Steers of The Dalles; Hattie (Mrs. Wm. Humphrey) Salem and Grace (Mrs. O.D. Glover) Portland. The Kimsey children were: Earnest of The Dalles who married Maybelle Reese and have son Dolph, manager of the Port of The Dalles who has son Duff; Ray Kimsey married Nellie Channess and have Loren of Hermiston; Grace Kimsey (Mrs. Henry Frayer) lives in Portland.

John Silvertooth

John Silvertooth was born at Antelope (1885) son of Felix and Ella (Caleb) Silvertooth. Felix Silvertooth came to The Dalles in 1876 and was an early day stage driver at different times on The Dalles to Canyon City and Dalles to Walla Walla runs. He was born in Tennessee and Mrs. Silvertooth was the first white child born in The Dalles City proper. (There was a Perkins child born at the mission in 1838 before there was a town at The Dalles). Felix Silvertooth was a drug store and saloon operator at Antelope, Shaniko and Bend. Their children were: Wm. of Long Beach, Calif.; Richard who died in 1917; Chatty who works in the Sheriff's office in Portland and John Silvertooth, barber and beer parlor operator at Antelope. John married Laura Stalker and has daughters Mildred and Janett of Portland.

John Silvertooth has been a legendary and historical character in the history of Antelope for more than 50 years. If all the stories about John Silvertooth could be bound in one volume it would be an American "best seller." He has seen Antelope decline from the booming town that it was in the Gay '90's, leading sheep and wool center of the northwest, to an almost forgotten village in the hills of eastern Oregon. John Silvertooth was born and raised in Antelope and if all its other citizens were to desert Antelope, John would still remain to tell the passer-by the tales about the city and the good people who have lived there. His place of business is full of the relics of by-gone days. His memory is full of the faces of those pioneers who have come and gone and the good deeds they did to make the community what it was. The drinks John has dispensed to thirsty sheep herders and cow punchers is not the only thing he is remembered for.

Charity is the thing John Silvertooth is best known for. It is 100 miles to a hospital from Antelope and many people have been taken by John, in his car, at his own expense and time, to hospitals for treatment at all times of the day and night! It is 100 miles back from the hospital to Antelope and John was always back home to tend to business the next day, if possible. Antelope has no bank and many laborers and sheep herders as well as other citizens have borrowed money from John, without interest in many cases in order to meet obligations or make emergency trips. Like Hanley and Sinnott, of Umatilla House fame in The Dalles, John Silvertooth was the "Handley & Sinnott" of Antelope who helped people when in need. Not all of those people paid him back. Like Handley & Sinnott he has many I.O.U.'s on file. His life has been one of charity and kindness. John Silvertooth and Victor Trevitt are the only two saloon keepers in the history of Wasco County who have merited the badge and place among the most outstanding citizens in the 100 years of Wasco county history.

There may be other outstanding Southern Wasco County citizens. Who are they?

The post office of Clarno, established as HUNTLEY(1876) in Wheeler County, on the Antelope to Fossil road, at the John Day river, 13 miles east of Antelope. When T.B. Hoover got the post office of Fossil granted Feb. 28, 1876, the Chas. Huntley family at Clarno got the HUNTLEY post office approved for establishment on the same date, February 28, 1876. It was located in the Huntley farm home at what is now Clarno. In the spring of 1876 Marion Brown became the Antelope-Clarno-Fossil-Condon to Heppner stage operator. The mail was then taken out of The Dalles on The Dalles to Canyon City Stage Line to Antelope and transferred to the Antelope to Heppner stage, first on a weekly than a tri-weekly basis. That stage line and service operated for 8 years from 1876 to 1881, when the railroad was extended to Arlington and Willows and stages from those points ran up to Condon and Fossil; and from Willows to Heppner. This same contract stage service operates now(1952) between Antelope and Fossil, serving the ranches by "socks" or small sacks, which contain the mail and are thrown off at the gates of the ranch houses or deposited in rural mail boxes, 50 gallon drums or "bird houses". It goes from Antelope to Fossil on the odd days of the month and back from Fossil to Antelope on the even days. The railway mail clerks kick off the papers for the route at Arlington on the even days and via The Dalles to Antelope truck on the odd days, so as to give the farms "daily paper service!"

On June 23, 1876 the name of the post office was changed from Huntley to Pine Creek and probably changed to the home of another rancher, the name of whom post office departments records does not show.

On December 10, 1877 the name of the post office was changed from Pine Creek to CROWN ROCK and no doubt moved to another farm home. It was discontinued as Crown Rock November 28, 1892.

Clarno

The post office of Clarno was actually established under that name Sept. 5, 1894 with Chas. Huntley as the postmaster and named in honor of Andrew Clarno the first settler on the John Day at that point.

Andrew Clarno

Andrew Clarno came from New York with his family to the California gold fields in 1849 and while down there he met some very friendly WARM SPRINGS INDIANS who told him about the stock raising possibilities on the John Day river at the Clarno location. That fall(1851) when the Warm Springs Indians came north to The Dalles Andrew Clarno came north with them, his provisions on 2 pack horses and his saddle horse mount. He paid the Indians the equivalent of \$10 to guide him from their beaten trail, out in the Cow Canyon country, over to Clarno on the John Day, through the beautiful Antelope Valley. He thought the stock raising possibilities looked good so he returned almost immediately to California to arrange to bring his family and possessions up by pack train next spring(1852). He hired some friendly Warm Springs Indian helpers to go back with him to help drive some cattle up to his new homesite and extra horses. He threw up a rude cabin and came to The Dalles, 100 miles away where the closest white families lived; bought a couple of wagons and outfits; loaded them with lumber and "blazed the first wagon road" through Sherman county to Antelope and Clarno, with that lumber for his home and out buildings. These buildings are still standing at Clarno today and are approximately 100 years old, the oldest buildings between the Cascade Mountains and Salt Lake City. At the time that Howard Maupin killed the renegade chief Paulina at Ashwood(1867) Andrew Clarno had been living at Clarno for 15 years without any trouble with the Indians! During that time he always came to The Dalles at least once a year to sell cattle and get his year's supply of grub! He employed Indians who were good friends of his,

Tom Craig followed Charley Huntley as postmaster at Clarno; then Mrs. Knox; Ed. McGreer who had the office on the Wasco County side of the John Day. (In 1876 it was all Wasco county). Wm. McGreer was the next postmaster and John Herman filled the office from 1923 until his retirement November 1, 1949 at which time the post office of Clarno was closed.

John Herman

John Herman was born(1879) in Clackamas county son of Warts Herman a very early 1889 pioneer settler of Antelope where he first went to school, later attending the Baptist Academy at Philomath, Ore. In 1918 he married Catherine Gray, for 13 years a patient of the Eastern Oregon T.B. Hospital at The Dalles. They have one son Wesley of Portland. Mr. Herman claims he has seen the scalp of the renegade Indian Chief Paulina, which is still in the Maupin family keepsakes! He said Chris McGrey had a small store at Clarno for a short time. The Clarno Grange hall is on the Wasco County side of the river; the McGrey store was on the Wasco County side of the John Day. (Mr. Herman has assisted with this Clarno history).

Clarno Grange

The Clarno Grange-community hall is the center of all social life at Clarno. It is more than 30 years old. All their dances are held there, Christmas parties, social gatherings, funerals, meetings, and is probably the most important community grange hall in Oregon!

Laura(Clarno)McDonald

The obituary in The Dalles Optimist in November 1942 said, "The death of Laura Clarno(Mrs. Kenneth McDonald) the daughter of Andrew Clarno who attended the Pine Creek log school house and whose father Andrew Clarno was guided into the Clarno country, by a lone Indian to whom he paid \$10, first lived in a log cabin, later building a house of lumber hauled from The Dalles by wagon and ox-team(100 miles). Antelope was a Fort in 1866 where soldiers were stationed and where women and children were taken when the Indians were raiding, stealing or killing(Snake Indians not the friendly Warm Springs). Howard Maupin were their closest neighbor at Antelope for years. Funeral services were held in the Clarno Grange Hall and burial was in the Clarno cemetery. The Clarno children were: John, Andrew and Mrs. George McGee of Clarno and Arthur, Francis and Charlie of Portland.

Clarno Oil Well

More than \$300,000 was sunk in two oil wells drilled by Dalles business men on the Hilton ranch in the 1930's. They went down 4800 feet, got some gas but had a lot of bad drilling luck. There is oil, aluminum, bauxite, asbestos and fossils in the Clarno basin, according to John Herman.

PETERSBURG

Petersburg, the first station on the Great Southern railroad, 6 miles from The Dalles on the lower 15 Mile-Fairbanks road, $\frac{1}{4}$ th mile beyond the present location of the Petersburg school house; was never a post office, only a wheat receiving warehouse. The old 5-Mile Stage Station, on The Dalles to Walla Walla and Salt Lake City runs, was located just below Petersburg station, at the junction of 5-Mile and 15-Mile creeks (mislabelled by the highway department as 8-Mile creek, which flows into 5 Mile creek about 2 miles up the 5 Mile--8 Mile canyon at the Schanno place). The old 5 Mile Stage station was in operation by Hodgkin as early as 1858, according to Carson C. Masiker, early Wasco County historian, and Hodgkins sold to J.M. Cook; Cook sold to Mr. Gilliam and he sold to Wm. Floyd.

Wm. Floyd

Wm Floyd acquired the old 5 Mile stage station about 1868 from Mr. Gilliam although the water right dates back to 1874. At one time he had fenced and controlled some 10,000 acres of grazing land, which reached from the Milo M. Cushing place (now occupied by the Joe Re family), on both sides of the Old Oregon Trail road and 15 mile creek, almost to Fairbanks (7 miles); although at the time he sold to Charlie Bernard (1902) there were only 2600 acres involved in the transaction, which indicates he had sold some of his holdings. Henry Wickman (1878 settler of Petersburg) thought maby Floyd had a lot of government, railroad and Dalles to Boise Military Road land fenced up, which he was using for pasture but had no deed to. The point is that Wm. Floyd owned or controlled for 30 years, all the land in and about Petersburg and operated the 5 Mile Stage Station up to the time he left, as the Sherman County Stage and freight wagons continued to operate out of The Dalles until the building of the Columbia Southern Railroad into Shaniko (1901). The Floyd children were: Judy of Burns; Wm. Floyd, Jr.; Carl Floyd of Seattle; Ella of Calif.; Verna Stone of Seattle; Floydie and Annie. After selling to Charlie Bernard, Henry Wickman thought Wm. Floyd, Sr. and his wife went to Portland. The place is now occupied by Gard Fulton.

Charlie Bernard

Charlie Bernard, the next owner of the Wm. Floyd place of 2300 acres, 300 of which was wheat land, at the junction of 5 and 15 Mile creeks (now owned by Gard Fulton) was born in France (1866) the son of Charles and Josephene (Rons) Bernard. He recieved his early education in France and in 1883 came to Los Angeles and herded sheep all around in what is now Los Angeles, Hollywood and Pasidena for 2 years; then herded for a time in Kern Co. and went over to Reno, Nevada and herded sheep all around where the gambling dens are now located. The sagebrush grew right up to the Reno depot and when he got off the train there in 1886, he told the writer of this history, "I tied my dogs up to a sage bush, near the Reno depot, left by bed roll for them to guard and sleep on while I went over to inspect the little villiage and see what the prospects were for a herding job. I herded sheep around Reno for 2 years and then went to Crook county where I filed on a homestead, bought some sheep and gradually acquired more land until I had 800 acres and a nice band of 2000 sheep. In 1902 I came down to The Dalles and bought the Wm. Floyd place and ran sheep and had some wheat and hay ground. I came to The Dalles to give my children better educational advantages." He had married Rosa Delore, daughter of Peter Delore of Wapinitia an old Indian War veteran and Hudson Bay Co. trapper and their children were: Henry, Andrew, Naomi and Ivy. Henry lives at the Bernard ranch at Izee and the girls live in Los Angeles. The writer of this history bought his little place in Thompson Addition from Charlie Bernard and he was a fine man, liked by all his neighbors and a very hard worker.

Schanno Place

Carson C. Masiker says, "A short distance up 5 Mile creek, from the 5 Mile House (stage station in 1860, was the Booth place, later occupied by George Stone, Jacob Brondville and D.E. Thompson. It was still later known as the Col. Nys place, then the Ketchum place and now the Delaney Schanno place.

Fred Wickman

Carson C. Masiker said, "In 1860, Nathan Olney lived about a mile above the (Petersburg) school on 10 (lower 15) Mile creek. Nathan Olney (first permanent settler and business man in The Dalles) was the best known Indian fighter in all of eastern Oregon. He organized The Dalles Co. of 40 men during the Civil War and the ladies of The Dalles made the company a new flag which they presented on the front porch of the Globe Hotel (2nd & Washington) before a large crowd of people and with a brass band on hand. After the ceremonies the company rode away. Capt Olney suffered a stroke July 3, 1866 and died that fall. Orville Olney lived next to Nathan Olney." Elizabeth Wickman (Mrs. James Gibson) sister of Henry Wickman said, "Father (Fred Wickman) moved on to what we now call the Vernon Crawford-Mark Henkle place in 1875 at Petersburg and he bought it from Nathan Olney heirs, I think. Olney made the house out of his boat."

Fred Wickman was born in Germany and apprenticed as a bootmaker and came to The Dalles in the early 1860's as a bootmaker at a location on Washington street where the Granada theatre is now located. He married Mary Schusters, daughter of August Schuster who lived on Schuster's Flat at Granddalles, Wash. opposite Crates Point. Mrs. Elizabeth Gibson was born on First street in a dwelling near Union (1869). The other children besides Mrs. Gibson were: Henry Wickman, who for years worked for Seufert's cannery and who has helped with the Petersburg section of this history; Kate (Mrs. John Whitcomb) The Dalles who married Godfrey Guinther the first time and has several children of The Dalles; Fred and Wm. Wickman, deceased and Frances Daniels of Springfield, Oregon. Henry Wickman married Vera Johnson, daughter of George Johnson and his son George Wickman is manager of the General Electric Co. at Philadelphia.

The mother, Mary Schuster had previously married policeman Keeler of The Dalles force who was shot to death by a soldier of old Fort Dalles at 6th & Lincoln, leaving the widow and a daughter Emma (Strode of Walla Walla). Fred Wickman sold his boot and shoe shop to Wm. Wigman and moved to Petersburg in 1875 and where he died in 1883. The family continued to live at the Petersburg home to about 1910, or more than 30 years, during which time the Wickman children attended the Petersburg school, one of the oldest in Wasco county. The stages to Salt Lake City, Walla Walla and Sherman county passed Petersburg then!

Fred Wickman Jr. died single. Wm. Wickman married Gleen Senical and they had a son Harry of The Dalles. Kate Wickman who married Godfrey Guinther and lived on 5 Mile for a time (1910) had sons Fred, Leo, Peter, Morris and Luitker; and daughters Minnie (Mrs. Chas. Walston) and Mrs. Pratt all of The Dalles. Francis Daniels of Springfield had a son Bud. Elizabeth (Mrs. Jim Gibson) lived on the Koontz place on lower 5 Mile, adjoining the James C. Benson place at the Benson school on the Benson road, and they were one of the earliest cherry orchardists in Wasco county. Their children were Ethel (Mrs. Hugh Fagan--Hugh recently retired as assistant postmaster at The Dalles); Orville of The Dalles; Lavina (Mrs. Ollie Lash) of The Dalles; Grace Hulls of Eugene; Esther (Mrs. Ralph Erwin) Los Angeles; Ted Gibson of Los Angeles and Florence (Mrs. Tom Swales) Pendleton. The Gibson family lived at 4th and Federal when they first moved in from Petersburg and Elizabeth Gibson lived at 1009 View street for around 30 years and is now 83. It is a pleasure to talk with a person like Mrs. Gibson and Mr. Wickman, they know so much of our early history which is cloudy, in spots, to us of the younger generations. Jim Gibson was a sheepman of Umatilla county who came to The Dalles about 1900. (The writer of this history earned his first dollar picking gooseberries on the Godfrey Guinther place on 5 Mile in 1910 and he didn't save any of it either).

Peter Strohler

Henry Wickman said, "Peter Strohler was the man in whose honor the Petersburg school and railroad station was named at the time of the building of the Great Southern railroad up 15 Mile in 1905." The History of Central Oregon says, "Peter Strohler lived at the forks of 5 and 10 (lower 15) Mile creeks; that he was born in Switzerland (1862) son of Peter and came to Illinois with his father (1865); went to Iowa (1877) and came to Troutlake, Wash. (1890); to Salem (1898) and to The Dalles (1900) where he homesteaded on Kuykendahl Hill (about a mile east of the Petersburg school) and traded his 250 acres to Wm. Floyd for land down next to the Petersburg school, on 15 Mile creek, where he built his house and farm buildings on property now known as the Chandler place." He married Louise Mayer of Germany and had Ludwig and Lena by 1905 and there were other children later, one or two who died here and their death caused him to get discouraged, according to Bert Emerson, and the family moved back down to the Salem area. Henry Wickman added, the Great Southern railroad had to have a name for their station in 1905 so they selected Petersburg in honor of this old German homesteader who was a school director of the Petersburg school at that time, which school was, before that, known only by a school district number."

The Linnton--Joe Boyer place

The Linnton--Joe Boyer place, now occupied by Wm. Remington, son of Isaac of Fairbanks; was in 1854 the Orville Olney place. He sold to Linnton who, according to Henry Wickman, "grew a large apple, pear and prune orchard there and I worked for Mr. Linnton for 50¢ a day, in his dryer where he dried his fruit. Sometimes it didn't dry fast enough for the amount he had to dry and we dried some of it outside the dryer, on racks. People used lots of dried fruit in those days. The place was afterwards owned by Joe Boyer who ran sheep there." Mr. Linnton sold some of his fruit fresh or traded for meat and wheat, with his neighbors, besides what he sold in town.

The Otto Johnson Place

The next place up from the Linnton-Boyer place was the Otto Johnson place. Mr. and Mrs. Johnson came from Sweden and he was a millwright in the old Wasco Warehouse Milling Co. (now the United Mills) when he first came here, according to Henry Wickman; then filed on his homestead on lower 15 Mile. The place still belongs to his son Eric Johnson, manager of the R.E.A. and P.U.D. electrical distribution system for the farmers and the F.U.D. system for the people of The Dalles (see Electricity story).

Ed Mann Place

The Ed. Mann place was just across the creek from the Otto Johnson place, now occupied by Robert Foster, and according to Henry Wickman Ed. Mann was an old Dalles to Prineville freighter and he used to go up with Frank Fulton and the Cooper boys to "Horse Heaven" (Mabton, Wash.) to round up wild horses nearly every year and they had Mc Jones, whose right name was Bull, who used to ride and break the horses for saddle or work purposes. Wild horses didn't cost anything and lots of them were just as good as any other range horses. All it took was a little time to go after them and break them. The Kaser Brothers place was a part of the Linnton-Joe Boyer place.

More on Peter Strohler

In one of Fred Lockley's articles in the Oregon Journal, a few years back, on Guler, Wash. he said, "Peter Strohler was the first homesteader at Troutlake, Washington. The climate and scenic beauties of Troutlake were similar to those of the Switzerland-Italian section of the Alps mountains. Troutlake, in those days set back miles in the timber. Strohler was snowed in every winter and walked out on snowshoes for mail and what supplies he could carry back. He had even carried his own cook stove in on his back and his wife's sewing machine! The first road into Troutlake was from Husum, but long before that road was built Peter Strohler lived on deer meat, elk meat, bear meat, wild ducks, geese and swans and the abundance of trout which filled the river and Troutlake. It was, and still is, a wonderful stock country at Troutlake and in the days of Peter Strohler wild hay grass could be had for the cutting. A person, in those days, could catch 100 trout in Trout Lake, in $\frac{1}{2}$ day, all from 12 to 18 inches long! Henry Strohler sold out to Christian Guler, of Switzerland, who likewise had to first go into Troutlake on horseback and in winters on snowshoes. The Peter Strohler place at Troutlake included part of the lake, the hotel and resort site, which, for so many years, drew hundreds of Dalles and Portland people to the comforts and beauties and restfulness of the famous Troutlake, Washington resort.

Milo M. Cushing Place

The Milo M. Cushing place, at the Cushing Falls, just above Seuferts cannery, now occupied by the Joe Re families; was the location of the old Wasco County home for aged, which Mr. and Mrs. Cushing operated for a number of years. The story (biography) on the Cushings appears on page 82 of this history under the title "The Little Girl of the Wilderness". Milo Cushing's son Milo Jr. inherited the place and it was sold to the Re family by the Cushing heirs. A grandson Morris Cushing works for The Dalles Lumber Co. and lives across the highway from the mill.

FAIRBANKS -- FULTON

The post office of Fairbanks, 12 miles east of The Dalles, on lower 15 Mile creek and the old Great Southern Railroad; was established October 31, 1905 with Cyrus C. Cooper, son of Daniel Cooper, Civil War veteran pioneer settler of Fairbanks, the only postmaster. The office was closed July 31, 1909 at the time R.F.D. No. 3, The Dalles, was established (see page 32 for routing). The station of Fulton, on the Great Southern Railroad was only $1\frac{1}{2}$ miles up 15 Mile creek from Fairbanks; and Brookhouse, the next station was only 4 miles above Fairbanks. The early history (before 1905) of these three stations, on the Great Southern, was treated as and referred to as FAIRBANKS, because that stage station on the Old Oregon Trail is as old as The Dalles!

The Fairbanks Crossing, on lower 15 Mile, was known to emigrants of the Old Oregon Trail as far back as 1843, 111 years ago! Before that it was an important camping grounds for the Indians, who fished at Celilo, "for so many moons" that even the oldest Indian never knew when it was first used? That crossing, on the Old Oregon Trail road was approximately 10 miles from The Dalles, and for that reason early emigrants and settlers of that portion of lower 15 Mile creek referred to it as "10 Mile"; but by modern highway roads it is 12 miles east of The Dalles.

When John Heimrich built the Great Southern railroad up 15 Mile to Dufur, when he got to "10 Mile Crossing" he needed a name for his station. Daniel J. Cooper, Civil War Veteran settler at Fairbanks suggested the name of FAIRBANKS, in honor of Charles Warren Fairbanks, Vice-President of the U.S. under Theodore Roosevelt (1905-1909). His daughter Mildred Galloway, Wasco County Treasurer says, "Dad was a National Republican Delegate who helped nominate the Roosevelt-Fairbanks ticket and helped all he could with their successful election and was a great admirer of both Theodore Roosevelt and Charles Warren Fairbanks."

Daniel J. Cooper

The History of Central Oregon says: Daniel J. Cooper was born in Tenn. (1836) son of Elbert E. of Kentucky and Nancy (Wann) Cooper of Tenn. He went to Missouri with his parents in 1838 and went to California by ox-team in 1858. He went back to Missouri (1861) by boat and enlisted as a Serg. in Co. D. 76 Mo. Infantry and served about a year during the Civil War. He came to Polk county, Oregon (1863) by ox-team on his second trip across the U.S. He returned to The Dalles and settled on his Fairbanks ranch, which he bought from Col. J.C. Fulton, in 1878.

Mildred Galloway says, "His ranch at Fairbanks was purchased from Col. Fulton, who had established the Inn for emigrants and travelers, maintained the blacksmith shop and livery stable accommodations. After the purchase of the place by D.J. Cooper, these services were practically discontinued, the ranch being devoted to raising of horses for the Montana trade. Later sheep was raised on its extensive acres; and still later than that, when the plow broke the sod, the place was planted to wheat, with the bottom land in alfalfa. There was 2900 acres in the place." It is now the Clarence Quirk place and operated by Lloyd Messenger.

Daniel J. Cooper married Arvanzena Spellman of Mo. (1861) and their children were: Belle, wife of Dr. E.E. Ferguson of The Dalles hospital; Chas. Cooper, Mayor of Dufur; Elbert Nathan Cooper who traded in and sold horses to the army in Montana; Cyrus C. Cooper, postmaster at Fairbanks and operator of the Fairbanks farm and father of Rod Cooper, in the U.S. Bank at The Dalles; Dan J. Cooper, Jr. who sold horses with his brother Elbert in Montana and Wyoming; Avery Cooper who made the U.S. Army his career; James Cooper went to California; Kenneth Cooper, manager for a time of the U.S. Veterans Hospital and later a Portland Insurance man; Nancy (Mrs. Chas. Thomas) Troutdale; Prudence (Mrs. Fred Bayley) The Dalles whose son Alfred is with Studebaker Motors and daughter Dorothy has for years been in the Wasco County Assessors office and daughter Nancy of Berkley, Calif. and daughter Katherine Bell of Portland; Ruth (Mrs. Judd Fish) Encinada, Calif.; Vingilia (Mrs. Harry Northup) Portland and Mildred (Mrs. Francis Galloway) Wasco County Treasurer of The Dalles who assisted with this biography.

First Settlers

Frank Camp is credited by the History of Central Oregon as the first settler at Fairbanks who operated a small store and trading post with the Indians and emigrants as early as 1853 and he sold to W.C. Laughlin of The Dalles in 1854, who continued the little store. Carson C. Masiker in his writings on 15 Mile creek said, "Shipley Geiger had a place at the mouth of Company Ranch Hollow (Fairbanks) in 1860." This place was later part of the Col. Fulton place, then Daniel Cooper, then Issac Remington and now the Rex Kaseburg place. Carson C. Masiker continues, "The next place was the James M. Bird and then the Marcellus Falconer places (1860)." These two places became a part of the Daniel J. Cooper place.

Mr. Masiker continues, "Then came the Col. J.C. Fulton place. The school house was built on Col. Fulton's place in 1860 by Robert Cochran who worked for Col. Fulton. Mrs. Masiker was the first teacher and the pupils were James Fulton, John Fulton, David Fulton, Emeline Newton, Alice Faulconer, Wm. Masiker, Esther Masiker, Elmyra Masiker and Carson C. Masiker (writer of the 15 Mile Creek History, quoted herein.) Rev. Arthur Walker held church services in the school and he preached at 8 Mile, Dufur and Tygh, as did W.D. Nichols and had Rev. Nichols lived in the days when they burned men's bodies to save their souls, we could have understood how he could harbour such cruelty. (Fred Krusow occupies the Col. Fulton place.)

"The next place above Col. Fultons was Henry Luseinegr (E.C. Haight place, then Jim Fulton and now Robert Olson of Alaska). Then came the Gabriel Deckert place (Mace Fulton and now George Petroff) who came there in 1861. The next place was the James Woolery place for so many years occupied by Richard Brookhouse (now a part of Louis Kelley's place) and formerly known as the GORDON PLACE. The next place was the Z.M. Donnell place (now a part of Louis Kelley's place)." The Donnell place, which his daughter Lulu Crandall wrote so much about, was about $\frac{1}{2}$ mile up the creek from the Brookhouse bridge and Martin Z. Donnell says, "It was only a small place with a house and barn. Father ran livestock which he fed there and we got our water from a spring, up in the draw back of the house (east) for drinking purposes. The house no longer exists. The place is part of the Louis Kelley place."

Col. James C. Fulton

Col. James C. Fulton, stockman of Fairbanks (1857-1870) and later stockman of Fulton Canyon in Sherman County; was born (1818) son of James and Catherine (Lynch) Fulton at Paoli, Indiana. He married Priscella Wells (1840) and came by ox-team to Oregon (1847) crossing the Deschutes at Sherars Bridge, by fording the river before there was a bridge and went on down to Yamhill county via the Barlow road, where he took a Donation Land Claim. He went to the California gold fields in 1848, made a small fortune and returned to Portland by boat. He was elected Colonel of the Oregon Militia and later participated in the Yakima Indian War of 1856. He bought his Fairbanks place in 1857 (2700 acres) and made it into a horse and cattle ranch. He drove cattle to the mines of eastern Oregon and Idaho as early as 1857, from his Fairbanks ranch. He bought and sold cattle and participated in annual cattle drives to the mines every year after that until the mines gave out and made as much money as he did gold mining in California. In 1860 he lost 1000 head of cattle during the hard winter, but bought more from other farmers and emigrants and continued in his annual cattle drives to the mines. He sold out to Dan Cooper in 1870 and went east of the Deschutes river to his well known Fulton Canyon ranch in Sherman county where he lived on that stock and grain ranch until his death there in 1896. His wife died there in 1902.

Their children were: James Fulton

Born in Missouri (1847) son of Col. James and Priscella (Wells) Fulton; came west as an infant by ox-team to Oregon with his parents; received some of his early education in Yamhill county schools and the rest at The Dalles. He was married a young man of 20 (1867) to Georgia Foss, daughter of Geo. and Joanne (Johnson) Foss 1862 emigrants of Fairbanks and moved to their home 1 1/2 miles east (up 15 Mile) from Col. James Fulton place at Fairbanks. The James Fulton place became known as FULTON STATION on the old Great Southern railroad. It remained in the Fulton family until about 5 years ago when it was sold to Fred and Stanley Krusow of Sherman County. Their children were: Nellie (Mrs. Wm. Floyd) Prosser, Wash.; Wm. Fulton of The Dalles; Ada (Mrs. Fred Stone) Okanogan, Wash.; Bessie who died single and Mace Fulton, Wasco County Commissioner of The Dalles. J. Frank Fulton, was born on the Col. Fulton-Cooper place at Fairbanks in 1867; married Lillian Hulburt, daughter of Dan and Katherine (Miller) Hulbert (Willamette river lighthouse keeper) and moved on to his 640 acres 4 miles east of Fairbanks in 1900 and their children were: Leland, who is on the home place; Glenn, on the Friday place on Hay Creek (Gateway) and Ned of Los Angeles. Wm. Fulton (son of James) married Bell Walker and his sons were: James of Mosier and Wm. of Los Angeles.

The other children of Col. James Fulton were: Judge John Fulton of Sherman county; Davis Fulton of Sherman county who had a son David; Annie Fulton of Sherman county who remained on the home place with her parents until their death; and Elizabeth Fulton who married Louis Scholl, architect of the buildings of Old Fort Dalles, the Castle of The Dalles (see page 27) and the buildings of Fort Walla Walla where they lived as late as 1910.

The history of the Fulton family, like that of the Kelley and some of our other pioneer families, is getting a bit complicated after 4 or 5 generations, and for that reason we have devoted space to clear up relationships and their importance with the early pioneer history of Fairbanks and Wasco county. As this biography shows, the Fulton family has been identified with the history of Fairbanks for nearly 100 years. Upon the death of Leland Fulton, the Fulton family will pass out of the Fairbanks history.

Richard Brookhouse

Richard Brookhouse and his wife Anna (Clark) Brookhouse came from Ireland to the U.S. in 1850, mined in Penn. and eastern Oregon until they homesteaded at Tygh (1860) and shortly thereafter bought the Woolery, James and Thomas places, at BROOKHOUSE STATION on the Great Southern Railroad, 4 miles east of Fairbanks, consisting of 320 acres. Richard Brookhouse died at Brookhouse Station (1879) leaving his widow Anne and 15 year old son Wm. Brookhouse the responsibility of raising the family, including John and Richard Jr. Wm. Brookhouse married Johanna Shelly of Ireland and they had daughters Mary and Kate. John Brookhouse remained single. He walked the 2 1/2 miles from Brookhouse Station (1870) to the Columbia school, when it was located on the east side of 15 Mile creek at the junction of the Freebridge and Neabeck roads. He often told George Wagonblast how the Indians used to be camped along 15 Mile creek at Freebridge, that he had to walk past their camps to school both ways each day, and some of the young Indian bucks were not always friendly toward white people and he often had to detour their camps. He pointed out to George Wagonblast the location of the Indian cemetery, on the east bank of 15 Mile about half way between Freebridge and Neabeck. John Brookhouse liked to talk history, but none of his knowledge was recorded. The Brookhouse place is now owned by Louis Kelley, son of James L. Kelley and whose biography appears under Wrentham. As Carson C. Masiker said, "the Brookhouse place was formerly the Gordon place." We have pointed out the Gordon Ferry and bridge, under Deschutes Bridge (Page 230) and the Gordons lived on the Brookhouse place while they operated the ferry on The Dalles to Boise Military Road, which branched off the Old Oregon Trail at Fairbanks, followed up 15 Mile creek to the Gordon-Brookhouse place, thence east past the Frank Fulton place and down into the Deschutes river canyon, about 4 miles south of the mouth of the river. After the bridge washed away, a small ferry was operated to about 1880, when the O.R. & N railroad eliminated its need. It operated on a cable.

Gabriel Deckert

Gabriel and Mary (Berninger) Deckert were emigrants from Germany who settled on their Fairbanks place in 1862 as stock and later grain farmers. Their children were: Nellie; Emma Odell; Lena Hittman; Charlie and August all born on the Fairbanks ranch. August Deckert married Vera Simpson and they had a son Ivan. August Deckert lived on a 600 acre place adjoining his father. These places later became the Mace Fulton place and he sold to George Petroff who first went out in that part of the country to work for Albert S. Roberts on his 3000 acre stock and wheat ranch, on the breaks of the Deschutes above Emerson Station, on the Great Southern; that was back in 1908 when it took 4 horses on a bob sled to come to town in the winter. But George had perseverance and was thrifty and a hard worker and now owns one of the nicest little hay, stock and wheat ranches out in that country.

Company Ranch Hollow

Shortly after Col. James C. Fulton moved to Fairbanks (1857) gold was discovered in eastern Oregon and Idaho and freight had to be moved to the mines. There were no boats on the upper Columbia at that time, except the small Hudson Bay Co. batteauxs. To transport freight, as we have pointed out under the Deschutes Bridge history (pages 229, 230, 231, 232) Orlando Humason, father of Wasco County and Robert R. Thompson, one of the 4-Horsemen of early Columbia river transportation; organized a Dalles to Deschutes Portage Wagon Road Co. in order to transport freight at \$15 a ton, from The Dalles, over the Old Oregon Trail by way of Fairbanks, to Deschutes Bridge, where they had a boat terminal and where their boats ran from Deschutes Bridge to Umatilla, Wallula, White Bluffs and Lewiston.

The old original Old Oregon Trail road, came straight up over the side of the mountain from Deschutes Bridge (Miller) and straight down into 15 Mile creek to Fairbanks (10 Mile Crossing). From there it followed up (southwest) the ravine, commonly known from 1858 to 1862 as COMPANY RANCH HOLLOW. From there it took a more westerly direction down what we now call Kuykendahl Hill to 5 Mile Stage Station (at the junction of 5 and 15 Mile creeks); then followed along the bluff to Thompson Addition and down the Brewery Grade into The Dalles on 3rd street, with its terminal in Union Street Park.

Company Ranch Hollow, was established by The Dalles to Deschutes Portage Wagon Road Co., as the Half Way Station, between The Dalles and the Deschutes river (1858-1862); and it was quite a little village. It had an Inn, blacksmith shop, horse stables, horse and cattle corrals, buildings for the men to rest in and called "bunk houses", company mess hall for the men, horse and ox shoeing shops, a wagon making and repairing shop, harness shops, feed (hay and grain) for the horses and oxen. The Inn sold meals to stage station passengers who waited for a change of horses both directions. All the immense freight wagons stopped there, in both directions, to change horses or oxen or mules.

The Old Oregon Trail from Fairbanks to Deschutes Bridge had to be repaired and rebuilt, to carry the heavy freight loads east; so they went directly north from Fairbanks, up through Emigrant Gap toward the Columbia river, then turned east and followed along the upper bluffs to the breaks of the Deschutes and down to Deschutes Bridge (called Deschutesville before erection of the bridge and establishment of the post office there in 1860).

During that 5 year period, especially the last three years, the Old Oregon Trail portage road, from The Dalles to the Deschutes carried the largest volume of traffic any pioneer road ever carried in the history of the west! Besides the immense freight wagons built and operated by this Portage Wagon Road Co., some of which required from 12 to 18 horses, mules or oxen for 2 wagons, to get them up the dusty mountain sides and it was an all day trip from The Dalles to the Deschutes river! Besides these big freight wagons, which operated in a continuous stream all day long, from daylight to dark, in good weather; the Old Oregon Trail had its stage coaches, which left the Umatilla House every morning at 5 A.M. to connect with the 7 A.M. boats at Deschutes Bridge. They waited there all day for the evening boat and made the run back into The Dalles. Often it was a trip in the darkness, in one or both directions and the old stage coaches and freight wagons had no headlights, like automobiles, to see the road with and for that reason stage coach passengers were "strapped into their seats" so in case the rig struck a rock the passengers would not be bodily thrown out of the stage coach and hurt. The horses had "cat eyes" and could see the road. Good "cat-eye leaders" for stage coach service, which would keep the rig in the road, were really valuable horses. Some horses seem to be better in that respect than others.

This section of the Old Oregon Trail had its regular annual quota of emigrants every fall and the miners, travelers, traders and other people, heading to and from the mines in an endless stream, by pack horses, pack trains, saddle trains, buggies, wagons, on foot and horseback, helped swamp that road with traffic never known before or since in the history of Fairbanks or the entire west!—until the recent volume of automobile traffic! It was a narrow, inadequate road in the first place and with the volume of traffic expanding more than 4 times normal, it is no wonder that early farmers and settlers of the Fairbanks area could point to wagon tracks, used by emigrants, out in their fields, far from what is now the Old Oregon Trail road!

The Dalles to Deschutes Portage Wagon Road Co. sold out to the Oregon Steam Navigation Co. (1861) and they constructed The Dalles to Celilo Portage Railroad and Telegraph Co. which illuminated the heavy freight wagons and stage coaches to Deschutes Bridge. Some traffic did continue to be hauled out to the Portage railroad terminal at Celilo, by wagons, but it was very small compared to the original volume. The railroad could operate the year-around, it was practically free of dust and mud, it was a whole lot faster and could move larger loads of both passengers and freight. The railroad passenger train could leave the Umatilla House at 6:30 A.M. and make it to Celilo in time for the 7 A.M. boat, while it was a long, hard, dusty and rough ride of at least 2 hours by stagecoach. Freight on the railroad could be handled at the terminals by crews, leaving the train crew free to move cars. In the case of the freight wagon, the wagon, horses and driver were all tied up at each end of the line while the loading and unloading took place, in addition to the time they had to spend on the road both ways.

Col. James Fulton's Station

Company Ranch only took care of the business of The Dalles to Deschutes Bridge Portage Wagon Road Co. Fulton's store, Inn, blacksmith shop and livery barn at Fairbanks took care of the emigrants, miners, travelers, Indians and general public. It did its big business during the same years Company Ranch operated. Col. Fulton bought the store from W.C. Laughlin and his partner who went out there as early as 1854 to operate the store and run cattle and horses. Laughlin lived there only a very short time but he had operators in charge of his holdings until he sold to Fulton. The Dalles to Walla Walla and Dalles to Salt Lake City and Dalles to Canyon City stages, pack trains and many of the freight wagons went through Fairbanks in those days and Fulton's Station was well known then to those people and a very important link in our transportation history. Business fell off after D.J. Cooper acquired Fulton's holdings and he did not operate a store or stage station, according to Mrs. Galloway, his daughter.

Zealek M. Donnell

The Zealek M. Donnell stock ranch, 4 miles up 15 Mile from Fairbanks, now a part of the Lou Kelley place, was settled on by Mr. Donnell in 1866. He was born in Indiana (1829) son of James Donnell and came to Oregon in the "big emigration" of 1852. They only lived out there a short while the family moving to The Dalles for the educational advantages of the children who were: Martin Z. Donnell, retired druggist of The Dalles whose son Merrill operates the drug store, and Lulu Donnell (Mrs. C.J. Crandall) historian of The Dalles and whose story appears on page 66 of this history.

Issac Remington

Issac P. Remington, in 1909, acquired the Cooper-Fulton place at Fairbanks, including the old store and post office of Fairbanks. Since the Old Oregon Trail passed through his place and he was personally acquainted with many of the old pioneers who came west over the Old Oregon Trail, he became very much interested in its history and took it upon himself, after talking with Ezra Meeker, to place a very attractive little historical marker, at Fairbanks in front of his home, to draw attention to the fact that the Old Oregon Trail road passed through Fairbanks. His son Wm. B. Remington says, "My father Issac Remington talked with Ezra Meeker personally, in 1910 about the marker at Fairbanks, the 2nd one of a number of them he placed along the Old Oregon Trail from The Dalles to Independence, Mo. Mr. Meeker had a man and a woman with him when he made that trip by ox-team and prairie schooner and camped on the flat just south of the Fairbanks post office. He placed a pipe in some concrete where Issac Remington erected the monument. He asked my father to place some papers in the monument, which he would send father but he never recieved any from Mr. Meeker. Issac Remington took it upon himself to place the monument you see, where it is today! (For more Ezra Meeker-Old Oregon Trail story see page 151.)

The Old Oregon Trail marker is of cement, stands about 6 feet high, with an ox-yoke on top of it, which Mr. Remington made of wood at Fairbanks. It contains a small vault at the base in which he placed a jar with a number of newspaper clippings of a 1940 date. One of those clippings stated, "that Dr. Howard Briggs claimed that 20,000 graves marked the Old Oregon Trail making it the longest cemetery in America!" A Chronicle clipping of Dec. 16, 1940 listed 14 of Wasco County's most outstanding men in its history, all of whom are listed in this history with their biography.

Issac Remington was born in Boone Co. Indiana (1859) son of Hugh Remington. He married Elizabeth Brown of Nebraska and came to Walla Walla in 1902 and to Fairbanks in 1909 where he acquired the Fulton-Cooper places now occupied by Clarence Quirk, Lloyd Messenger, Robert Swett, Rex Kaseburg and Marvin Markman. The Robert Swett home was the Fairbanks store and post office operated by Cyrus C. Cooper (1905-1909). Their children were: Hugh, farmer of Company Hollow whose son Victor farms in the Columbia District; Cleo of The Dalles whose sons Vince and Gale are farmers and Ray and Bennett live in The Dalles; William who lives on the Joe Boyer-Linnton place about 3 miles below Fairbanks and whose daughter Mildred is Mrs. Earl Wagonblast of the Fairbanks district and daughter Virginia (Mrs. Harold McLaughlin) lives in Hood River; Clara Remington (Mrs. A.J. Hay) lives in The Dalles but her son Forest Hay occupies the English post office site, under which the Hay biography appears.

Early Settlers

Other early settlers of the Fairbanks area, listed in The Dalles directory of 1883 were: W. Bennett, G.A. Erskine, Joe Shields, Robert Snodgrass, Joe Southwell, Frank Fulton, Dan Cooper, Bellshaw (Earnest Kuck place); August Deckert, (E.C. Haight), James Fulton, John Brookhouse, George Linnton on the Wm. Remington place and who had 2 sons and 4 daughters; the Kennisons of Emigrant Pass (1910).

1910 Settlers

The Dalles directory of 1910 listed Cyrus Cooper, August Deckert, Frank Fulton, James Fulton, Helen Haight, James Hurst, T.E. Kuyniston, James and R.H. Vibbert; and Settlemier & Riggs, who, according to Cliff Gilpin, planted an orchard at Fairbanks, and had a fruit dryer out there then. Orchards seem to be popular in the 1910-20 period and they were often planted in locations not suitable for them. Part of the orchard was acquired by Issac Remington and part by Clarence Look. Issac Remington built the house on the Rex Kaseburg place and he later lived in the Cyrus Cooper house, where the store and post office were located.

The exact location of the Company Ranch Hollow village, was just above the junction of the Old Oregon Trail and Company Hollow ravine. The site was excellent to run their stock on, plenty of good pasture, plenty of water, a nice protected place for the buildings and the many corrals needed for the livestock. Wm. Remington says, "I have found lots of old oxen and horse shoes in and about the old horse-shoeing shop. Of course I knew nothing about the existence of the village and wondered how they got there and why a blacksmith shop of the size that would use so much iron, which we have plowed up, existed?" R.R. Thompson, one of the partners in the venture and founder of Thompson's Addition to The Dalles, was described as: "In his later years R.R. Thompson wore a long white beard and ear rings. He chewed tobacco, which kept his white whiskers dyed brown in the region of his mouth; and he was considered the best poker player in eastern Oregon;" according to Ralph Moody, attorney of Salem. (For more R.R. Thompson story see pages 80, 221 and 222.)

The enlarging of Todd's Bridge at Sherars, by Robert Mays in 1864, diverted much of the emigrant traffic from that date on, through Tygh and over the Old Barlow road to the Willamette valley. Fairbanks from 1864 to the building of highway 30 in 1922, never again carried the heavy volume of traffic over the Old Oregon Trail, that was carried before that date. The building of the free bridge across the Deschutes, between Kloan, on the Wasco County side of the river and Freebridge, on the Sherman county side of the river, in the early 1880's, - again diverted traffic away from Fairbanks. The Freebridge road forked off the Old Oregon Trail, near the Percy Place, at the top of Kuykendahl Hill, proceeded east through English, Freebridge on the Great Southern, Kloan and Freebridge on the Deschutes, and then through Sherman county to Shaniko, Antelope, Mitchell or to Prineville. After Sherman county was taken off Wasco in 1889, the need for travel was less; and the railroad construction in 1882 made another very important cut in the volume of traffic through Fairbanks.

ENGLISH

The post office of English was located 10 miles east of The Dalles, in the Columbia District and on the Freebridge road, at the head of Company Ranch Hollow. It was established July 2, 1898 with Christopher C. English the postmaster, and closed August 12, 1898. This post office was served by The Dalles to Moro and Sherman county stage, which branched off the Old Oregon Trail road about 2 miles west of English and crossed the Deschutes river on the free bridge at Freebridge and Kloan, on the Deschutes. It is apparent from the date of closure that the stage line to Sherman county was suspended in the summer of 1898 by the extension of the railroad from Biggs to Moro, and later (1901) to Shaniko.

Christopher English moved on to his homestead in the 1880's from around the Yakima country; then his wife died about 1898 and he moved back over to Ellensburg country for a time with his daughter Tina, renting his place. Finally, according to Ray Percy, Dalles Taxie owner and 1898 resident of English, Mr. English sold the place to "Slippery Jim" Bennett, who fixed up the fences and sold it to Harry Richards. Harry kept it for a while, and it got run down again so he sold it back to "Slippery Jim" and this went on two or three times before Marlin Remington bought it and he and Archie Remington operated the place until they sold it to A. Jack Hay. In the meantime Chris English went down to Ashland, Oregon where he was last known to be operating the hotel and mineral springs down there.

A. Jack Hay

A. Jack Hay was born (1884) son of Thomas George and Ida (Ingley) Hay of Yreka, Calif. His brothers were Tom, Archie, Lee and James Hay. Tom Hay farmed in the Columbia district, near English on the Barnum place. The family moved from Yreka to Scio, Oregon in 1890 and to The Dalles in 1901. In 1915 A. Jack Hay purchased the old post office site of English. He had married, that same year, Clara Remington, daughter of Isaac Remington of Fairbanks. Their children were: Floyd Hay, surveyor of Montana; Doris (Mrs. Lionel Hamlin) deceased; and Forest Hay, born at The Dalles in 1918 and who married Katherine Herman, and who operates the Hay ranch, formerly the old English post office site and his children are Delores Anne and Forest Jackson Hay. The mother Clara Hay resides in The Dalles and helped furnish this Hay biography.

First Settlers

The first settlers of the English--Columbia District were Howard Percy, father of Ray of The Dalles; Bert and Frank Emerson, whose biography appears under the Wrentham section of this history; Tom Hay, Martin Jaksha, Wm. Richards, "Slippery Jim" Bennett, Archie Remington, Malin Remington, Chester Campbell on the Pankonone place, Mr. Carlson on the Virgil Kelley place; Elk Conklin on the English place; Mr. Hart on the Percy place; Bert End on the Lou Kelley place; Herman Wilhelm on the Virgil Kelley place. This data checked with Cliff Gilpin, whose father moved to the Gilpin place, just above Wrentham (1881) and who visited with Chris English at Ashland just before he (Gilpin) died in 1907.

Martin Jaksha

Martin Jaksha, 500 acre wheat and stock rancher of the English-Columbia district, was born in Austria (1848) son of John and Anne (Golovich) Jaksha and learned 4 languages. He came to Portland in 1879 and filed on his homestead at English in 1880. He married Albina Pashek and had son Andrew Jaksha.

Wm. Richards

Wm. Richards, carpenter and 735 acre wheat farmer at English and owner of the English post office site once or twice, was born in Penn. (1844) son of Daniel and Mary (Raub) Richards. He came to The Dalles in 1883 as a carpenter and filed on his homestead, near English, moving on to it in 1888. He married Abbie Adams and their children were: Mary (Mrs. Clarence Sisson) Portland; Susan (Mrs. John Mann) The Dalles; Lillie (Mrs. Richard Howarth) Portland; Edith (Mrs. Frank Howarth) and Harry Richards who lived with his father, farmed in the Columbia district and is now a carpenter in Portland.

Bones of Mammoth Found at English

Last March (1952) Forest Hay dug up some really "ancient history" about English, while looking for agates near his home. He was down in Company Hollow gully when he found something that looked like a round stone. As he dug it up he found it was a ball and socket joint of an animal's leg bone that almost fell to pieces before he could get it home. It was a brown color and almost 3 feet long and 8 inches in diameter. He knew a bone of that size could come from no present day animal, except the elephant, and the only known American relative to the elephant was the Woolly Mammoth, which became extinct during the ice age a million years ago! Two geologists identified the bones as those of an adult mammoth which roamed the area 10,000 to 25,000 years ago! Sam Sargent, Army Engineer geologist at The Dalles dam and Ed. Morrow, flying geologist of The Dalles made the identification and concluded it was a front upper leg of the animal. They also found 2 teeth, well preserved, weighing 10 pounds and measuring 8 inches in width and concluded the animal was 14 feet high from the ground to the shoulders.

Professors E.M. Baldwin and J.E. Gair of the University of Oregon and members of their geology class took the teeth and bones to the Thomas Condon museum at Eugene. Another expedition was planned to the Company Hollow location to dig for the remaining bits of the skeleton. A tip of a tusk, on the Rex Kaseburg place, at the foot of Company Hollow, was also taken back to Eugene by the group. Professor Baldwin cautioned that excavation will expose the bones to the air and when they dry out they crumble. They wondered whether the animal had died a natural death or had been killed by an arrow or other evidence of man's presence in this area 25,000 years ago!

Mr. Egbert recalled that when he was a boy on his father J.C. Egbert's place above Wrentham, they had discovered some large bones, similar to those found on the Hay place, near the house on the place now owned by the Fax Brothers. This would indicate that that whole country, especially the revines, is good geological hunting out in that area.

FREEBRIDGE on the Great Southern

The post office of Freebridge, on the Great Southern railroad, 12 miles east of The Dalles, was established January 29, 1908, with Louis Peterson as postmaster. He was succeeded in office by Ida Carlisle. The office was closed July 30, 1910. Besides the post office there was a store and wheat receiving warehouse on the Great Southern. It was named Freebridge in 1905 by the Great Southern railroad because it was the junction point on the Great Southern, where the wagon, stage and freight road to Sherman county, crossed the Deschutes river on the free bridge, built in the 1880's by Wasco county so the people east of the Deschutes (now Sherman county) would have a free road into The Dalles. All other roads from Sherman county were toll roads, toll bridges or toll ferries.

Mrs. Ida Carlisle of Miller says, "Mr. L. Peterson resigned as postmaster at Freebridge and I was appointed in January 1909. My husband, W.H. Carlisle, and I operated a store in connection with the post office on the Great Southern railroad. My maiden name was Ida Stranahan (of Hood River). When the Freebridge post office was discontinued the mail was sent to Wrentham. The mail for the Deschutes river railroad construction crews (1910-11) was received at the Freebridge post office. When the Moody post office was established Feb. 28, 1912 I was postmaster at that office. In 1917 it was moved to Miller, in Sherman county and the name changed to Miller in 1928. I retired Nov. 30, 1950 on account of age.

FREEBRIDGE on the Deschutes

There is a tremendous amount of confusion and bewilderment regarding the difference between the locations of Freebridge, on the Great Southern railroad up 15 Mile creek; and Freebridge, on the Union Pacific railroad (opposite Kloan) on the Sherman county side of the Deschutes river; and the free bridge, Wasco County built across the Deschutes river between Kloan, on the Wasco County side and Freebridge, on the Sherman county side of the Deschutes! If this Freebridge section of this history accomplishes no more than clear up that confusion, it will be a worthy accomplishment. Freebridge, on the Deschutes was an important construction camp location for the Union Pacific railroad during the construction days of 1910-11. Most of their supplies were unloaded at Wasco or Moro and freighted by wagons to Freebridge railroad camp site. Kloan, on the Wasco county side of the river had equal importance as a campsite for construction crews of the Oregon Trunk railroad and they received their supplies by the Great Southern railroad, which unloaded them at Freebridge, on the Great Southern; and hauled them over the hill and down Rattlesnake Grade to the Deschutes camp at Kloan.

The freight and stage road from Freebridge, on the Great Southern, followed up 15 Mile about 1 1/2 miles to the Ben Hurst place (now owned by Joe Kelley), then east up the mountain where it connected with the Neabeck, (on the Great Southern) road and went on over the hill, down Rattlesnake Grade to Kloan. The Freebridge--Neabeck junction was the site of the original Columbia District school at which Bert Emerson, Charlie Swinford, John Brookhouse, Frank Emerson and other old timers went to school in the 1880's and 1890's. This school was later moved to Neabeck, then to the present site of the Columbia Farmers' Union hall and still later to Freebridge, on the Great Southern, where it was torn down during the depression of the 1930's when school bus service was established. If that school house had been mounted on wheels it would have saved the taxpayers of that district the cost of at least 3 buildings!

Freebridge, on the Great Southern, Changed to Daneville

To add further to the confusion of people's minds about "these Freebridges", we find that along about 1920 Freebridge, on the Great Southern, had its name changed to DANEVILLE! Henry Peterson of The Dalles, son of Louis Peterson of Freebridge, explains as follows, "One day John Stapleton, a Union Pacific railroad official from Omaha, Neb. and a distant relative of the Petersons, came west to pay them a visit. Their railroad pass brought them to Freebridge, on the Deschutes, where they got off the train and he and his wife could find no Peterson family or any other residents of Freebridge! They finally got back to The Dalles, examined records and found there were TWO Freebridges. He requested John Heimrich, owner of the Great Southern railroad to change the name of his Freebridge station. Heimrich consulted Louis Peterson about the problem and Mr. Peterson agreed to a change and suggested the name of DANEVILLE because he was from Denmark. This was agreeable to John Heimrich and for the rest of the years the Great Southern operated the warehouse was called DANEVILLE! The present owner of the Freebridge--Daneville station, on the Great Southern railroad is George Wagonblast, whose biography appears on page 219 of this history and who has assisted in clearing up this tangled history.

Early Settlers

In 1908 Freebridge was credited with having a Baptist church and the following settlers: John Woolery, Perry McCorkle, Jim Kelley, Walter H. Carlisle, W.E. Gilhousen, E.I. Conklin, W.H. Gilbreth, R.G. Gray, Louis and James Peterson, N.A. Blinston, John Hettman, J.J. Floyd, Joe Ramus, Jim Bennett, the Southwells, Wm. Foss of Blowout Hollow, Douglas Place at mouth of Douglas Hollow (sold Ben Hurst).

Louis Peterson

Louis Peterson was born in Denmark (1861) came to San Francisco (1883) and to Freebridge in 1900. He married Mary Maclearn and their children were: James of Portland, Martin of Veronia and Henry of Dalles.

Ida Carlisle

Was born in Hood River (1880) daughter of Chas. Stranahan, manager of the Wasco Warehouse, Civil and Indian war veteran of Minn. who settled at Hood River in 1877. He married Margaret McKinley and their children were: James, Geo., Chas and John, farmers; Maude, Eva, Maggie and Ida (Mrs. Walter H. Carlisle) postmaster of Freebridge and Moody.--History of Central Oregon.

John Woolery

Was born in Mo. (1830) son of Henry and Letitia (Beatty) Woolery; came to Oregon by ox-team in 1852; fought in the Indian Wars of 1856 and settled at Freebridge among the Indians whom he didn't fear, in 1857. He married Ada Wilson who died in 1881 and children were: Ina and Floyd Woolery.

NEABECK

The Neabeck station on the Great Southern railroad, 2 miles up 15 Mile creek from the Freebridge-Daneville station, was named for the Wm. Henry Neabeck family. Among Lulu D. Crandall's clippings at The Dalles library we located the following obituary published in the 1923 Chronicle which said:

William Neabeck

Wm. Henry Neabeck, whose recent death occurred at his home near The Dalles, was born in Germany (1840) and went to the California gold fields in 1847 and carried mail between California and Fort Tuscon, Arizona and was an Arizona Indian war veteran participating in one or two campaigns with hostile Indians in that part of the southwestern U.S. before he came to The Dalles in 1885 to operate a livery stable. His livery stable was burned out in the big fire of 1891. He then moved to his Neabeck ranch, formerly the James Woolery place where he spent his remaining life. He is survived by two daughters Mrs. Venz Bauer of Portland and Mrs. Wm. J. Sayyeau 214 E 14, The Dalles, a son Ben of The Dalles and a son George of Vincent, Oregon.

Old timers will recall that Venz Bauer, 118 W 8, was son of Jacob and Johanna Bauer, operated a real estate office in The Dalles and the first "automobile livery service"; they didn't call it a "taxi service" in 1910 like they do in 1950; and what will they call it in the year 2000?

We also want to call to the attention of the student and history critic that we listed John Woolery, the 1856 Indian war veteran who settled at "Freebridge" in 1857 and had son Floyd; but since Neabeck didn't exist before 1905, the "Freebridge area" took in Neabeck; therefore both John and James Woolery can rightfully be credited as living in either or both of these places.

Our old friend Carson C. Masiker says, "the next place above Donnell's (at Brookhouse) was (1860) Wyman Hembree at the mouth of Hembree or Blowout canyon (Freebridge-Daneville). He sold to Wm. Foss. Above him was the James Woolery place." The History of Central Oregon's biography called James Woolery "John J. Woolery". To clarify the record we shall call this early 1857 settler at Neabeck JOHN JAMES WOOLERY and he had no brothers or sisters listed in his biography, nor has there ever been any other Woolery that ever lived in that section of lower 15 Mile. John and James Woolery are therefore one and the same man. As we have mentioned under the Brookhouse biography (Fairbanks), "John Brookhouse walked up 15 Mile creek to the Columbia school, at the junction of the Freebridge and Neabeck roads, past the many camps of Indians, some of whom were not always as friendly toward white people as they could have been." All the way up 15 Mile from the John Brookhouse place to Neabeck were wig wam after wig wam (Tee-Pees) of Indian dwellings for 3 miles! That meant a lot of Indians lived along the creek there from the time Woolery went out there in 1857 to 1900 or over 40 years! Since the Yakima Indian War had just been fought to completion (1855-56) it took a lot of courage on the part of John James Woolery and his wife to move to their homestead at Neabeck! For his heroism and bravery and that of his wife, for having the courage to blaze the trail for settlement in that area, among hostile Indians, and living the balance of their pioneer lives out there, until practically all the Indians left, we are crediting them as being among the most outstanding people in Wasco county.

The obituary of Wm. Neabeck said, "he operated a livery stable in The Dalles until the fire of 1891 when he moved to his ranch at Neabeck where he lived the balance of his life." As a matter of fact Louis Kelley says, "Wm. Neabeck first lived on the W.E. Gilhausen place at Freebridge-Daneville, then on the Dan Bulley place at Neabeck and later he moved in to The Dalles to a house near 20th & Mt. Hood streets where he died." However Wm. Neabeck was the pioneer resident of Neabeck station in 1905 when the Great Southern railroad was put up 15 Mile and the station was named for him by John Heimrich.

Early Settlers

John James Woolery, Chester, Burt and Frank Emerson; Chas. Swinford, Wm. Neabeck, Marion, Ben and James Hurst; Douglas, Dave and Andy Allen; Bulley and Barzee families and "Slippery Jim" Bennett.

Neabeck Station

The big warehouse at Neabeck did its biggest business in 1909-10 when Louis Kelley received freight for Tohey Bros., contractors on the Oregon Trunk railroad at Kloan. The warehouse was also used to receive and ship sacked wheat on the Great Southern. Neabeck station was later acquired by Bert Emerson and his sister Lillian (Mrs. Wm. Crawford). It is now owned by Vernon Crawford and he and his son-in-law F.O. Bradford live on the place which includes all of Neabeck.

The Neabeck Hospital

Very few people can remember that there was ever a hospital anywhere in Wasco County, outside of The Dalles! But Dr. Fred F. Thompson, retired physician of The Dalles said, "I operated a 27 bed hospital at Neabeck from July 1, 1909 to November 1910, to accommodate sick and injured patients of the Oregon Trunk railroad construction gangs. They brought the patients up Rattlesnake Grade, in wagons, from Kloan to the Neabeck Hospital. The hospital was on the east bank of the creek, faced the creek."

Wherever there is a hospital there has to be a cemetery. Harold Emerson said, "the Neabeck cemetery contains the bodies of about 10 Italians and other construction workers who were severely injured or died from other causes during railroad construction days up the Deschutes. It was located on the west bank of the creek just above the Neabeck warehouse." The Indian cemetery is located about half way between Neabeck and Freebridge-Daneville, on the east bank of the creek.

George Wagonblast recalls having a minor finger injury treated at the Neabeck hospital. Roy Johnson (biography on page 74) said, "When I was working for the Oregon Trunk railroad at Kloan in 1909 I got sick with fever. They wanted me to go to bed in the Neabeck hospital but I came on the train into The Dalles and entered The Dalles hospital with typhoid fever from bad drinking water. I remained doubled up in bed and unconscious 72 days! My body wasted to 50 pounds. They expected me to die. I was taken home in a doubled-up condition and it took Dr. J.E. Anderson, osteopath, 30 treatments in 30 days to get me back so I could walk. He walked from town up to the historical buildings to give me those treatments and only charged \$30. Now the patient walks to the doctor and pays \$5 a treatment!"

EMERSON

The next station above Neabeck, about 4 miles, on the Great Southern railroad, was Emerson, named for the pioneer Chester W. Emerson, son of Alfonso and Sarah Emerson, 1853 ox-team emigrants to The Dalles, thence by boat to Portland and steamer to San Francisco, settling at Knights Ferry, California where Chester W. Emerson was born (1844). He married Elizabeth Russel, daughter of Chas Russel of Farmington, Calif. and came to The Dalles in 1881 where he worked in the railroad shops until 1884, when he settled on a farm just below Emerson station, where he became a wheat and stock rancher. He retired in 1911 and moved to Seattle where he died in 1938. His wife died in Seattle in 1944.

Their children were: Bert Emerson, native (1882) son of The Dalles, retired farmer of the Emerson and Neabeck stations who has assisted with the history of that area. He married Laura Remington, daughter of Malen Remington of Fairbanks and their children were: Elsie (Mrs. Ogden Elwood) Portland and Ralph who died single. --Biography by Bert Emerson.

Frank Emerson (son of Chester W.) was born at Farmington, Calif. (1879) and was a retired farmer of the Emerson area. He married Fannie Moe (1902) daughter of J.C. and Martha (Harper) Moe of Boyd where the Moe's lived for nearly 100 years. Their children were: Florence (Mrs. Owen Austin) Medford; Harold Emerson, farmer of Emerson station, married Lavitta Lambert and have Chester, Anabel and Marilyn; Eldon Emerson, farmer of the Tony Wilhelm and Emerson station places, married Myrtle Davies of Vancouver and have Joanne, Helen and Jean; Allen Emerson, single; cattleman of Emerson station; Frank Emerson Jr. married Betty Payne, lives in The Dalles and has Dan and Charlotte. --Biography by Mrs. Frank Emerson, Sr.

Lillian Emerson (daughter of Chester) married Wm. Crawford and they have a son Ray of Medford; Vernon who farms the Neabeck Crawford ranch with his son-in-law F.O. Bradford; Mel of Sweet Home and Willard of Evanston, Ill.

Emerson Station

The warehouse at Emerson station was built by Malcolm Moody in 1905. A small elevator was built and later an 80,000 bushel elevator was constructed in 1917 by the Standard Hollow Elevator Co. and was torn down in 1935. There was no store or post office at Emerson because the Wrentham post office was only $\frac{1}{2}$ mile up the creek and served the community until R.3 was extended.

Early Settlers

Besides Chester, Bert and Frank Emerson, our old historian Carson C. Masiker says, "the next place above Jim Woolerys (Neabeck) was the Douglas place (1860) at the mouth of Douglas Hollow (about $\frac{1}{2}$ mile above Neabeck) who left in 1862. The next place was "Spokane" Jacksons, his wife Mary being from the Spokane Indian tribe. Then the Nelson Moad place at the mouth of Moad Hollow, later changed to Buchanan Hollow and still later to STANDARD HOLLOW; --now Emerson station is at the mouth of Standard Hollow. Other places were: Anderson Obarr, James Johnson, J.C. Egbert, John Mahn, Tony Wilhelm, Albert S. Roberts, Julius Pankonin, Walt Kortge, John Moad 1865-1886 Dalles to Canyon City pack train operator, went to Tygh.

Cliff Gilpin says, "The Perry Watkins place (Emerson station) in 1884, when Watkins had it, a hard winter blizzard and deep snow and lack of feed caused Mr. Watkins to lose nearly 1000 head of horses. The Pankonin place was then operated by Archie Darnielle. The Archie Campbell place, now called the Barnum place, joined Pankonin on the north while Martin Jaksha place was just across the road."

Ed Egbert says, "Between the house and the road on the upper Fax place in 1891 we found bones of a Mammoth like those recently found at English, and 2 miles east of the Egbert ranch house 8 or 10 petrified trees stood on the Jim Johnson place, near Mud Springs and Rattlesnake Grader."

Anderson Obarr

Anderson Obarr and his wife Julia (Braden) Obarr were early settlers of the Emerson district where their son George Obarr was born (1883) and married (1908) Ethel Treat, daughter of Edward Treat, Dalles farmer. George Obarr retired from farming at Emerson in 1922 and died in 1947. His son Linden Obarr operates the ranch. Linden married Louise Chandler and their children are Linda and Judy. Laverne Obarr married Farrel Jenkins and lives in Portland. Reta Obarr married Linn Marshall and lives in The Dalles. --Biography by Mrs. George Obarr.

Jim Johnson

James Johnson was born (1870) at Salem son of Joel and Ellen (Trockell) Johnson, emigrants from Scotland who came to the Salem area in 1860 and to The Dalles in 1892 where the family settled on their Douglas Hollow ranch above Emerson. James Johnson married Belle Allen, daughter of James Allen, farmer of the Neabeck area. James Johnson's sister (Mrs. Herb Egbert) lived in The Dalles; his sister Lydia (Mrs. Myron Farrington) was postmaster of Wrentham and later as Mrs. Wm. Underwood continued as Wrentham postmaster.

The James Johnson children were: Ralph Johnson who acquired the home place in 1929 and married Grace Reed, daughter of George Reed and their son James operated the old home place jointly with his father. Dr. Dean Johnson, son of James, is a practicing dentist of The Dalles and married Zena De Bitt and have a daughter Virginia. --Biography by Ralph Johnson.

The Kortge Brothers

Matt, Walt, Ray and Wm. Kortge, all sons of Fred and Rachel Kortge of West Salem, Illinois where they were all born. Walt married Winifred Coffee in Illinois, came to The Dalles and worked on the A.S. Roberts ranch (1907) which he now owns jointly with his son Kenneth. He first rented a portion of the Roberts ranch then bought the McInire place, which he still owns. When wheat got down to 25c a bushel, during the big depression, he had the courage to buy the Roberts ranch, and now owns 6500 acres. His son Gary is on the Schanno ranch; his daughter Maxine (Mrs. Guard Fulton) lives on the Wm. Floyd place and his daughter Verl (Mrs. Ron VanOrman) lives in Klamath Falls.

Wm. Kortge lives in Portland. Ray Kortge lives on lower 8 Mile. Matt Kortge, retired, lives in The Dalles and his son Wm. farms the Mann place, in Douglas Hollow; J. Ray Kortge farms in Jap Hollow and Paul was the No. 1 wheat farmer of Wasco County for 1952 and lives at Dufur on part of the old Malcolm Moody-Angus McLeod place. --Biography by Walt Kortge of The Dalles.

WRENTHAM

The post office of Wrentham, on the Great Southern railroad $\frac{1}{2}$ mile up 15 Mile creek from Emerson and 11 miles southeast of The Dalles, was established October 12, 1900 with Mrs. Myron Farington, sister of Jim Johnson of Douglas Hollow above Emerson, as postmaster. After Mr. Farington's death she became Mrs. Wm. Underwood but continued to operate the store and post office at Wrentham until it was closed December 15, 1936. The name Wrentham was chosen by the Farington family who came from Wrentham Hill, N.Y. The large warehouse on the railroad was owned by the Wrentham Warehouse Co. and used to receive and ship sacked wheat on the Great Southern railroad. It is now the property of the Eddins Brothers of The Dalles. The post office and store were in the dwelling now occupied by Earnest Masen, who assisted with this history on Wrentham. Fred Fisher ran a stockade trading post for the 1000 Indians at Wrentham (1862-1880).

Early Settlers:

Carson C. Masiker wrote, "Next (above Emerson) came the Cogswell place (Wrentham). He died in 1861 and was buried on the place beside a child there." Other early settlers were: D.O. Davis, the Fairfields at the mouth of Jamison Hollow; Jake Gulliford on the Dave Nelson place; Bert Case on the Chas Nelson place; George Harth on the Harth places; Henry Gilpin at the Gilpin corner; Vince, J.D. and J.L. Kelley; J. Park Bolton; Myron Farington; Scott McKellar on the Nick Mason place; George Mann; J. W. Quirk on the creek; the Runyan Brothers, later at Neabeek; Dave and Chas. Nelson and W.D. Richards. The Dalles directory of 1910 said, Wrentham was settled in 1865. (Masiker says 1860). In 1910 Myron Farington operated a store and feed mill at Wrentham and the Wrentham Warehouse Co. was managed by James L. Kelley.

Kieran Kelley (1832-1884)

Kieran Kelley was born in county Kilkenny, Ireland; came to Canada with parents (1837) his mother dying at sea and his father shortly thereafter in Quebec. The orphan spent his early life near St. Paul, Minn. where he married Mary Burke and moved to San Jose, Cal. as a brick mason and to Portland (1870), Walla Walla and The Dalles (1880) where he homesteaded on Center Ridge (above Wrentham). He sold to Frederick Clausen (1882) and moved into Wrentham Canyon where he died in 1884. Their children were: James, Joseph, Vincent, Katherine and Roanna.

James Leo Kelley (1861-1929) farmer of Wrentham married Henrietta Wakefield and their children were: 1. Leo Henry, scalded to death at 3; 2. Louis J., farmer above Fairbanks, m Alice Hillgen and they have (A) R.H.L. farmer of lower 15 Mile and Columbia districts who married Margaret Wiley and have Teresa, Constance, Peter, Raymond, Richard and Virginia. (B) Ardis (Mrs. O.W. Gustafson) who have Edwin, Alice, Marie, Stephen and William. 3. Most Rev. Edward J. Kelley, bishop of the Catholic church at Boise, Idaho since 1928. 4. Raymond F. Kelley, deceased farmer of the Columbia district and Dalles business man, married Augusta Mayer and had sons: (A) James, farmer of the Columbia district and Dalles business man who married Mercedes Foley, daughter of Pat Foley, Hotel Dalles owner and they have James Jr., Diane, Kelvin, Mark. (B) Wilbur, farmer of the Columbia district, married Emily Amsheys of N.J. and have Brian and Michael. (C) Vernon, farmer of Wrentham, married Lucielle Thouvenel and have Paul, Thomas and Douglas. (D) Kenneth, fruit rancher of 3 Mile, married Patricia Bennett and have Kenneth Jr. 4. Virgil, fruit rancher of 3 Mile and Dalles business man, married Eva Gilpin and had: (A) Leonard, fruit rancher of 3 Mile and wheat rancher of the Columbia district, married Barbara McClure of LaGrande and they have Kathleen, Sharon, Colleen. (B) Jerry married Donna Ingram. James Leo Kelley was also a Dalles business man, mayor of The Dalles and state legislative representative and farmed in other areas besides Wrentham.

Joseph Daniel Kelley (1864-1947) farmer of the Wrentham area, Dalles City councilman and water commissioner; married Margaret LeDuc, daughter of James LeDuc of Rail Hollow and they had: 1. Margaret Mary now Sister Margaret Jean of Marylhurst college. 2. Kieran, farmer of Wrentham, married Rita Hurley and have Patrick, Brenda, Sheila and Maureen. 3. Donna (Mrs. Wm. E. Hart) Seattle who have Barry and John. 4. Joseph, farmer of Freebridge-Neabeek area, married Dawn Corey and have Frances, John and Daniel. Joseph D. Kelley farmed the original Kieran Kelley ranch above Wrentham and bought the George Hall, F.H. Wakefield and George Barnett ranches now operated by Kieran Kelley, -son of Joseph D.

Vincent John Kelley (1867-1939) operated the original Kieran Kelley ranch jointly with his brother Joseph D., owned the Ward mill site above Dufur and other holdings; married Alice Ward daughter of Joseph Wm. Ward Boyd and Dufur sawmill owner and farmer. Their children were William and Vincent Jr., both single and both died young.

Katherine Kelley, daughter of Kieran Sr. married Daniel Curran of Portland and had Mary, John and Eileen. Roanna Kelley (Mrs. George Brown) The Dalles had no children. --Biography by Kieran Kelley.

J. Park Bolton

J. Park Bolton, son of Absalom and Oliva Bolton of Bolton Canyon above Boyd, was a pioneer farmer of Wrentham and married 1. Minnie Heisler, daughter of Monroe of Dufur, and had Vern, who farms the Wrentham home place and Lois (Mrs. Leon Crawford) Prosser. He married 2. Bertha Rebheim and had Louise of Long Beach, Cal., Anna (Mrs. Harold Hansen) Pleasant Grove, Utah and Betty, nurse of The Dalles.

Henry C. Gilpin

Henry C. Gilpin was born (1848) in N.Y. son of Harry and (Kile) Gilpin. He was a contractor in Portland from 1868 to 1880 when he came to The Dalles where he homesteaded just above Wrentham and did carpenter work on the Umatilla House and mason work on the Catholic church, riding a horse from the ranch to town and back each day. He married (1868) Lois Janes of Council Bluffs, Iowa and their children were: Claudia, single; Cliff who married Mary Nickerson and had Orville of Eugene and Lola (Mrs. Dick Obrist) Boise; Lincoln who married Louise Steenhout and had Harry, Claudia and Constance; and Veva (Mrs. Virgil Kelley) whose children appear above under the Kelley biography. --Biography by Mrs. Virgil Kelley.

GEORGE HARTH was born (1848) in Wisc. son Fred & Teresse (Best) Harth of Milwaukee; married Phebe Sims and farmed in the Columbia District (above Wrentham-west) 1894. Their son Chas farmed part of home place and son George, of Vellejo, Cal., has his sons George and Wilbur on his places. Chas. Harth sold his place, just before his death, to Earl Meeker. --Biography by Chas Harth.

RICE - Horace Rice

The station of Rice, on the Great Southern railroad about 4 miles above Wrentham and about the same distance below Boyd, was named in honor of the Horace Rice family who settled there in 1863. Horace Rice was born (1829) in Ohio the son of Wm. Rice and came to The Dalles by covered wagon in 1851. The George Bolton--Horace Rice emigrant train ran out of provisions in Idaho and had to trade bedding and clothing to the Indians at Boise for fish skins to live on, supplemented by roots, rosebuds, hazel brush and any game they were lucky to get and had their first good beef meal at Umatilla. They reported a small trading post at The Dalles in 1851 but went on down to Milwaukee where Mr. Rice worked in a sawmill and Mrs. Rice took in boarders. They later located on a Donation Land Claim in Lane Co. where they stayed 12 years, coming to Rice in 1863 where they homesteaded and bought land until they acquired 1000 acres.

The History of Central Oregon credits Horace Rice with, "Being the first man in Wasco county to plant wheat on the uplands of 15 Mile creek. His neighbors laughed at him and ridiculed his attempts to successfully grow wheat on the uplands until they saw the excellent crops he grew, then they commenced to raise wheat. Horace Rice is therefore credited with being the leader in wheat raising in Wasco county. We are therefore classifying him among the most outstanding men in the history of Wasco county.

Horace Rice was born in Ohio the son of Wm. K. and Mary (Pettingill) Rice. He married (1849) Eliza Bolton the daughter of George and Margaret (Duncan) Bolton of Virginia, George being the brother of Daniel Bolton, mentioned below and Absalom D. Bolton, sons of Jacob, the 1812 War Veteran of Virginia. The Rice children were:

1. George W. Rice, born in 1850, came west by ox-team with his parents to Oregon as an infant (1851), worked with his father on the home place at Rice, which was the old original Peter Rudie Donation Land Claim of 1854; homesteaded at 27 on adjoining land; bought the home place from his father (Horace) in 1902 when he retired to The Dalles and continued to operate it until he sold to the Fax Brothers in 1910 and retired to The Dalles. He married Ella Southern, daughter of Martin and Elizabeth (Bolton) Southern of Boyd, who came to Oregon in 1871; and their only child was Naomi (Mrs. Lloyd Warman) who had a son George Warman killed in a motorcycle accident, and a daughter. By second marriage she is now Mrs. Leon Mohr of Oregone, Oregon where her husband is Fire Chief and used to be Fire Chief at The Dalles.
2. Austin C. Rice, born 1865, also farmed with his father at Rice station and at 24 bought railroad land. Later he went into the grocery business at Ashland but in 1895 returned to The Dalles and bought his brother George Rice's place and farmed at Rice until his retirement in 1900. He married Ada Waller, the daughter of George and Mary (Doty) Waller and their children were: Darrel L. Rice of Los Angeles; Verl W. in California and Dale G. Rice last known to be in Portland. The Austin Rice place is now Geo. Boltons.
3. Charles Wesley Rice is mentioned in the history of Wapinitia from 1885 to 1895 where he was a stock man and later operated a butcher shop in The Dalles. He went to California for his health which continued to get worse and he died in Riverside in 1899. He had married Anna Evangeline Barnett, daughter of George Barnett and their children were: 1. Hallie Rice, clothing merchant of The Dalles and World War 1 veteran who married Ella McCoy, daughter of E.O. McCoy, manager of the Wasco Warehouse Milling Co. and their only child Christine (Mrs. Bert Keith) is a director of the school board of district 12 in The Dalles.
2. George Rice married Lillie Seufert, daughter of Arthur Seufert of The Dalles and their son Francis lives in Portland. George had an adopted son Hallie, an officer in the U.S. Navy and George died in Juneau, Alaska.
3. Hazel Rice (Mrs. Jess Wright) operated a dairy on Chenoweth creek, a few years ago, and their son George is a mortician and insurance man of Salem.
4. Anna Rice (Mrs. C.H. Southern) lived at Boyd where the biography is to be found.
5. Nellie Rice (Mrs. Dan Mann) lived at Collins Landing, Wash.
6. Etta Rice (Mrs. M.M. Waterman) of The Dalles.
7. Amanda Rice (Mrs. Lamuel Gassaway) of Dufur died in 1885.

(Biography by Mrs. R.D. Maxon; Nellie Butler; History of Central Oregon).

Absalom D. Bolton (1821-1893)

Absalom D. Bolton & brother Daniel Bolton and the Horace Rice family all came west together in the same ox-team train of 1851, all nearly starved to death together when they ran out of provisions and had to eat fish skins, rose buds, roots, suffering great privations; went on down into the Willamette valley together and returned to Rice where Absalom Bolton settled in Bolton Canyon, near the Bolton school, just east of Rice station (1863). Absalom Bolton was born in Va. (1821) son of Jacob, an 1812 War veteran and Elizabeth (Inksell) Bolton. He married a cousin Oliva Bolton daughter of Wm. and Sallie (Southern) Bolton and their children were:

1. J. Park Bolton, farmer of Jamison and Wrentham canyons who married 1. Minnie Heisler, daughter of Monroe Heisler of Dufur and their children were: Vern, who farms the Wrentham canyon place and Lois (Mrs. Leon Crawford) Prosser, Wash. Park married 2. Bertha Rebheim and they had Louise of Long Beach, Calif.; Anna (Mrs. Harold Hansen) Pleasant Grove, Utah and Betty, nurse of The Dalles.
2. Dee Lee Bolton, farmer at Wrentham who married Margaret Pratt, daughter of James Pratt the operator of the 12 Mile House on The Dalles to Canyon City stage and freight line (see under Wasco) and their children were: Lloyd L. Bolton of The Dalles who married Margaret Hastings and had Enid, Hazel and Veda of The Dalles; Nora (Mrs. Ed Charles) of Vale; Guy who farmed at Wrentham for a time and married Violet Benedict and had Elnora and Hollis of Dufur; Arden Bolton of Bishop, Calif.
3. Grant Bolton, farmer of Rice, married Cora Terry daughter of Wm. Walton and their children were: Linn of Boyd who married Wilma Gardner and had Patrencia and Susan; Grant Jr. of The Dalles who married Janet Hastings and had Judith and Carol; Bethel (Mrs. Robert Cinniyotei) of The Dalles who has son Stephan.
4. George Bolton, druggist of Lebanon, Oregon, has no children.

5. Dean Bolton, of Rice and The Dalles married Sylby Allen of Neabeck and their children were Arol of Grants Pass; Eunice (Mrs. Jess Burson) Paso Robles, Calif.; Nedra and Urada of Calif. Dean died in Calif.

6. Addie Bolton married Lewis P. Bolton of Boyd, son of Chas. H. and Louisa (Bolton) Bolton of Macedonia, Iowa. Their children were: Roy of Centerville, Wash.; Esta of Calif.; Clyde of Glenwood, Wash.; Erma (Mrs. Howard Selleck) The Dalles; Gail of Boyd, single; Elma (Mrs. Ray N. Kortge) The Dalles; George of Boyd who married Ruth Cole and have Caroline; Clair on 8 Mile, The Dalles, married Hazel Thomas and have Lavelle (Mrs. Dick Avimore) The Dalles.

The Absalom Bolton place at Rice is occupied by Claude Terry. Biography by Vern Bolton, Mrs. Grant Bolton, Mrs. Clair Bolton and the History of Central Oregon.

Daniel Bolton

Daniel Bolton came west with his brother Absalom and settled about half way between Rice and Boyd, on the west side of 15 Mile creek and on the place now occupied by Clayton Ward and operated jointly with his father Eldon Ward. He married Elizabeth Fullweilder and their children were:

1. Wilbur Daniel Bolton, born at Boyd 1860, married Jennie Gilmore of The Dalles and moved to Antelope where he ran the Antelope Merchantile Co. with his brother Virgil. Their children were: (A) D.V. Bolton, Wasco County Clerk who married Edna Rooper and had Verna (Mrs. Jim Carson) The Dalles. (B) Gatch Bolton of The Dalles who married Margaret Rooper of Antelope and had Valarie of Portland; Maxine (Mrs. Dorman Phillips) Tumalto and Bessie (Mrs. Blake Johnson) Vancouver.
2. Virgil Bolton, partner of his brother Wilbur in the Antelope Merchantile Co. from 1887 to 1891 when he died at Antelope. He had married Nellie French, daughter of Joshua of The Dalles.
3. Zenas Bolton, farmer of Yakima, Wash.
4. Simeon Bolton, Wasco County Clerk, Klickitat County Clerk, Wasco County Abstract owner, postmaster of The Dalles 1921 to 1929, married Rose O'Donnell and had a son Herb, Dalles photographer.
5. Mitchel Bolton, single, deceased before 1905.
6. Ella Bolton (Mrs. W.A. McFarland) Seattle, Wash.

Biography by D.V. Bolton, Mrs. Grant Bolton and History of Central Oregon.

Rice Station

The Rice Station on the Great Southern railroad consisted of a warehouse and a large 80,000 bushel grain elevator which testified to the large volume of wheat raised in and around Rice station. Horace Rice was a Justice of the Peace at Rice, with power to marry people, try horse thieves, trigger happy cow and sheepmen or Indians, and levy fines or other sentences to maintain justice. Rice was not a post office nor did it ever have a store located there. It does boast of a school in its history and a pioneer cemetery. The plat for the town of Rice was filed in Wasco County Clerk's office July 29, 1905 by George and Ella Rice, which testifies to the high hopes of the settlement when the railroad was built up 15 Mile in 1905.

The Fax Brothers

The Fax Brothers, Nick, John and Mathew of Luxemburg were sons of John Sr. John Jr. (1872-1952) was single as was Mathew, who returned to Luxemburg in 1905. Nick Fax married Gertrude Peterson of Sweden and came to the U.S. with his brothers and wife in 1892, first working for the railroad in The Dalles. In 1897 they went to the gold fields of Alaska with John Penny, Dalles stone cutter. They mined for gold around Tannaua and Dawson City. The soil on an island in the Yukon river, near Dawson City, seemed rich in fish bones and waste parts, after hundreds of years use by the Indians for cleaning fish on, and looked like good garden ground. The season was short but they spaded a fraction of an acre and planted some seed "to see what would happen" as no one had ever tried to raise a garden in Alaska before. That first year the crop was very poor. That winter they mined around Dawson.

Next spring they hired the ground plowed by the only horse in that part of Alaska. Horse feed was a dollar a pound but they got a horse anyhow and the next crop was better. The vitamin-hungry miners were only too glad to have a few vegetables to add to their meat and sour dough-bread menu and paid good prices for them. The Fax brothers couldn't begin to supply the demand. But the third crop and those after that were "good" for Alaskan conditions. The Fax brothers mined in the long winter months for gold and "gardened for gold" in the short summer season. Some winters they worked in the mines at Nome. They operated a scow-boat between Dawson City and Circle City in 1900. In 1909 their vegetables were the only ones on display at the Alaska-Yukon Exposition in Seattle, grown in Alaska! It was amazing to fair visitors to even know that vegetables could be grown in Alaska! For their outstanding efforts in pioneering the first garden grown commercially in Alaska, we are listing Nick and John Fax among the most outstanding men in the history of Wasco County! Very few people know that these Wasco County men from The Dalles grew the first gardens of vegetables in Alaska, paving the way for a better life for people up north. In those days the boats, both river and ocean were the means of transportation, in favorable weather, and it was a long, cold, hard journey, demanding that only the bare necessities of life be imported, and that excluded vegetables. With the modern plane transportation they have all these better things, but they were not available until about 1920.

John and Nick Fax returned to The Dalles in 1910 and bought the George Rice holdings at Rice Station on the Great Southern. Nick Fax recently sold the place to his sons Fred and George, single, who live on and operate the ranch at Rice. Their brother John Fax, lives in Milwaukee (son of Nick).

Carson C. Masiker said, "Peter Rudie sold to Horace Rice. Then came the Daniel Bolton place and Absalom Bolton place, between which was the Bolton school of 1863 taught by Wm. Long."

The Masquart Brothers, Joe, John were early settlers of Rice. All of these families are listed in our histories as residents of Boyd because Rice had no post office.

BOYD

The post office of Boyd, on the Great Southern railroad and Dalles to Prineville stage road, was 4 miles below Dufur, on 15 Mile creek. It was established March 6, 1884 with J.E. Barnett as the first postmaster followed by C.H. Southern, Roy B. Butler, Louis Grenlee(1906-10), James Selleck(1910-18); John T. Harvey, Arthur A. Marvel(1920-40) and James Selleck since 1940. In the old stage coach days, Boyd was known as the 11 Mile House, as it was 11 Miles from The Dalles.

Collard and Brennan Flat

Our old friend Carson C. Masiker says, "The Collard place on Collard Flat was later occupied by Ed Brennan and known as Brennan Flat(1864). He sold to Newton Gilliam and it was later ^{owned} by Wm. Snodgrass. The town of Boyd was built on that flat."

Besides being a platted town, Boyd always had a store and post office, a blacksmith shop, school, church, wheat receiving warehouse, a flour mill, a sawmill. It was named after the T.P. Boyd family, 1883 settlers who operated the flour mill and store.

R.F.D. 1

R. 1, Boyd, was established in 1906, with the coming of the Great Southern railroad. James Selleck, the present postmaster of Boyd, was the first Rural Carrier. The route went up Easton Canyon, across Center Ridge, down Jamison Canyon(later down Center Ridge)back to Boyd. The 2nd carrier was Bernard Selleck, brother of James above; then Charlie McCafferty, George Marvel and the present carrier Albert Harader, transferee from Woodburn.

R.F.D. 2, Boyd Becomes R.1, The Dalles

R.2, Boyd, was established in 1907 with George Walston, son of Dr. M.C. Walston, veterinary doctor after whom Walston Grade on upper 8 Mile was named, as first carrier. George had been a school teacher at Endersby in 1900. The route went west from Boyd, down Ward Hill to 8 Mile creek, up 8 Mile valley and the Walston Grade(a rise of 1000 feet in 1 1/2 miles); across Pleasant Ridge; down Jap Hollow and back to Boyd. The second carrier was Frank Moreing, then Chas Dams, Chas McCafferty and Blake Gallaheer (1917-30). In 1930, R.2, Boyd, was consolidated by the post office department as an economy measure, with R.1, The Dalles, and Wm. H. McNeal, writer of this history, carried that route from 1930 to 1948 when he was re-assigned to R.3, The Dalles; his place being taken by Dan Kindred, City Carrier transferee from The Dalles, the present carrier.--R.F.D. data by Geo. Marvel and Blake Gallaheer.

Transportation History

Boyd was on both the old Dalles to Canyon City and Dalles to Prineville-Burns and Lakeview stage and freight routes. However the Canyon City run was discontinued by 1884, when Boyd became a post office, as mail and most of the freight was hauled from Baker, as that route was shorter. The run to Prineville continued to 1901, through Boyd; after 1901 Shaniko became the stage and freight terminal. The stage contract continued, according to Jess M. Gray, to about 1910, serving Nansene, which was discontinued in 1904, Sherars Bridge, Flanagan and Bakeoven with Shaniko the terminal with tri-weekly trips(over one day and back the next).

The building of the Great Southern railroad into Boyd and Dufur(1904)made Boyd a very important transportation point. This importance continued until the construction of The Dalles-California highway(1922); after which both the importance of Boyd as a city and terminal, and the importance of the railroad, gradually declined and yielded to the automobile and truck, until today Boyd has no church, no school, no store, no mill and only a small cluster of houses. Trading is done at Dufur, The Dalles or from catalogue houses or Portland. The high point in Boyd's history was during the railroad construction days up the Deschutes(1909-10)when Tohey Bros. handled lots of freight, by wagons, from Boyd to Sherars Bridge and other points along the Deschutes, for their crews. The completion of that railroad eliminated stage and freight wagon traffic.

The Great Southern railroad handled the mail from 1905 to 1928 when panel light truck delivery was established between The Dalles and Maupin with Mr. Hartman the first contractor, then Phil Starr (1930-34); Johnny Williams(1934-38); Mrs. George Cotty(1938-42); Phil Starr again(1942-49); Joe Hall since 1949, on which date the contract was extended from Maupin to Bend, via Prineville and return each day, a run of over 300 miles which included a stop at Boyd both ways. --Data by Phil Starr.

Early Settlers

The directory of 1883 lists the following families in the Boyd district:

A. Glison, J.O. Warner, Tom Ward, P. Ward, James Southwell, G.H. and C.L. Barnett, C.W. Denton, J.B. Havley, W.H. Williams, (8 Mile); W.H. VanBibber(later of Chenoweth creek); Tom Woodfin, R.J. Young, Wm. King, R.L. Kirkham, John Maddock, J.W. and H.E. Moor, Lester Peter Pratt, keeper of the 12 Mile Stage Station(formerly the post office of WASCO); Jno Quitt, Matt Randall, Horace and George Rice, C.H. Southern, J. Stephens, G.W. Strothwell, Jim Underhill and Perry Watkins.

The Dalles directory of 1898 listed the following families of Boyd:

J.W. and W.C. Adams, J.T. Atkisson, H.R. Allard, teacher; Albert Allen, Hattie Allen, Marion Allen, J.H. Baker, Sherman Baker, S.P. Baker, James Bandy, Mary Bartlett, Antone Bauer, G. H. Bauer, L.L. Bell and Ada Bell, teachers; J.D. Bell, W.M. Bennett, Alsoim Bolton, A.G. Bolton, Grant Bolton, John Bolton, Louis Bolton, Olive Bolton, Park Bolton, O.M. Bourland, J.E. and F.M. Bradley, A. Canfield, L. Clayton, Fredric C. Clausen, M.J. Cocherline, flour mill; Jacob Craft, James Darnielle, John Darnielle, John Decker, A.J. Douglas, L.K. Evans, J.C. Evans, J.A. Faucett, A.C. Flick, M.W. Freeman, W. Gilhousen, C. Graziar, Edw. A. Griffin, J.B. Hanna, J.R. Harris, Bessie Hastings, teacher; Wm. Hastings, J.B. and Ada Harvey, Henry Hudson, J.E. Kennedy, C.L. Kirkham, Dennis McCoy, H. McCoy, James McGahan, Geo. McIntosh, S.V. Mason, S.W. Mason, F.M. Maus, John and George Montgomery, A. and C. Mowery, J.A. Nickolson, Vector Norby, E and W.H. Odell, D.F. Osburn, G.W. Otley, F.M. Potter, W. H. Pugh, blacksmith, John Phipps, T. Ramus, Manley Rann, Geo. Rice, Wm. Robertson, B.M. Rothery, E. Rothery, Geo. Rothery.

M.C. Selleck, C.S. Smith, L.M. Smith, Wm. Smith, Wm. & Robert Snodgrass, C. H. Southern, general merchandise store and post office; Hattie Sternweis, teacher; M.A., John and Wm. Sternweis; Wm., Willard and J.W. Taylor, Wm. Thompson, E.W. Trout, Mrs. Joe Turner, James and Art Underhill, P.P. Underwood, teacher; Samuel, Victor, Wm., Fred and John Ward, sawmill owners and farmers; James Welsh, Maria Whipple, G. A. Willard, W.W. Willard, druggist; P.C. Williams and Ben Walston, teacher.

Biographies

Joshua T. Adkisson

Farmer of Boyd on the J.A. Gulliford place, was born in Virginia(1861)son of Thomas, a Confederate War veteran and Cynthia(Richardson)Adkisson of Va. The family went to Mo. where J.T. was educated and came to Washington Co. Oregon(1882)where he homesteaded and after 12 years was only able to clear 35 acres so he let the mortgage take the place and came to The Dalles by boat with 5 head of horses, \$10 and 5 children in 1894. He went to Boyd and rented the J.A. Gulliford place and eventually bought 623 acres where he became a mule and wheat raiser. He married(1882)Martha Snider, daughter of Samuel and Nancy(Stevens)Snider and their children were:

1. Willard of Prineville, a stock farmer who married Agnes Hastings, daughter of Wm. and had:
 1. Neva(Mrs.Mel Larsen)Kirkland; 2. Loren, a Prineville stockman; 3. Verona(Mrs.Stanley Coats) whose husband is assistant county agent at San Lorenzo, Cal.; 4. Glenn of The Dalles who married Charlotte Richard and has Linda; 5. Verla(Mrs. James Evans)Hood River.
2. Elwood Adkisson of The Dalles married Charlotte Marvel, daughter of George and sister of A.A. Marvel of Boyd and Dufur and who furnished this biography. Their children were: 1. Lora(Mrs. Walt Morast)3 Mile farmers of The Dalles; 2. Dale, single of The Dalles; 3. Merrill of Boyd who married Thelma Kincheloe and have Pamela and Rae; 4. Beverly Re(Mrs.Richard Corothers)R.4, The Dalles who have Steven Elwood.
3. Dr. Raymond Adkisson of Prineville married Erya Dunton and have: 1. Welles(Mrs.Jerald Henderson) Longview, Cal.; 2. Gerald, single, Prineville; 3. LaRae, single, Prineville.
4. Dr. Alva Adkisson of Milton, Oregon married Ruth Cooper, daughter of George of The Dalles and their children are: 1. Patricia, single; 2. Bobbie, single; 3. Marjorie, single; 4. Dorothy, single.
5. Flossie(Mrs. Chas. Vogel)of The Dalles have: 1. Glenn Vogel who married Fay Chandler and have Glenda; 2. Audrey(Mrs.A.A. Underhill)3 Mile farmers who have: Jerold(Mrs.Jesse Berger); 3. Leonard who married Zoe Hall and have Mike and Stanley; 4. Dorothy(Mrs.Chas.Cooper)have son Chas.
6. Elsie(Mrs.Hershell Allison)Portland who have: 1. Linn of Eugene and Stanley of Prineville.
7. Agnes(Mrs.Hans Blaser)The Dalles who have Lola(Mrs.Dale Dixon)of The Dalles.

Roy Butler

Roy Butler the postmaster of Boyd(1904)was born in Illinois(1874)son of Polk Butler of Nansene. Roy bought into the store with C.H. Southern and married his daughter Ethel and their children were Agnes, Melva. and Dale.

Venz Bauer

Venz Bauer, 720 acre stock and wheat farmer of Boyd and later real estate dealer(1910)in The Dalles was born in Austria(1873)the son of Jacob and Johanna(Schandal)Bauer emigrants of 1889. Venz was unable to speak English when he arrived in Boyd to work for his brother Antone in 1889, but he mastered English and finally bought his brother's place. He married Annie Neabeck(1898)daughter of Wm. Neabeck (see page 282)of Germany an orphan of 9 when he came to America with an uncle who was a sea Captain, but Wm. didn't like the sea, ran away and lived all over the country including Calif., Arizona, where he fought Indians and carried mail and came to Oregon and married Emma Haddicks. Mrs. Bauer's brothers were: Edw., Wm., Ben, Geo., and Effie Craft.

The Bauer family, including their son Fred moved to Portland. Leo Hammel occupies the Bauer place.

Jacob Gulliford

Jacob Gulliford, Rogue River Indian War Veteran, farmed closer to Rice than Boyd, across from the Dave Nelson place R.3, The Dalles. He was born in Springfield, Ill.(1834)son of Wm. & Elizabeth(Shoup) Gulliford. He farmed in Klickitat Co.(1859)at Wapinitia(1864)at Prineville(1867)Rice(1884), owned a the flour mill at Boyd(1899); married(1872)Martha Vanderpool and had son Wm. and owned a Dufur home.

Paul Limeroth

Paul Limeroth was born in Germany(1843)son of John and Martha(Voland)Limeroth graduating from German schools as an agriculturalist. He came to N.Y. in 1863 was was N.Y. city gardner; he did beautification work in San Francisco(1870); he beautified the Portland post office grounds in 1875 and in 1878 moved to his Christman Hollow(Dry Creek)place 6 miles south of Boyd where he accumulated a 1740 acre wheat and stock ranch. He landscaped the local courthouse grounds in 1893. He married in 1871 Eliza Feld of Germany, daughter of Helvig and Alice(Siechner)Bott of Germany. They had:

1. Edward Limeroth, single, Boyd farmer and historian who had furnished the Dufur library with 4 scrapbooks full of material about the Dufur-Boyd country; helped with the Wasco section of this history on the 12 Mile House operated by Lester Peter Pratt(see Under Wasco).
2. Albert Limeroth, farmer of Boyd where he was born 1877. His children were: Mrs. Andrew Ward of Dufur; Mrs. Wilbur Mallery, Yamhill; Mrs. John Heffley, Dayton; Mrs. Willard Crawford, Evansville, Ind.; Mrs. Luis Girod, Tigard; Albert Limeroth Jr. Boyd farmer.
3. Lizzie(Mrs. John Easton)of Boyd.
4. Frances(Mrs. Ben Pratt)of Boyd whose husband was the son of Lester Peter Pratt, the operator of the old 12 Mile House and stage and freight station at the foot of Long Hollow, one mile above Boyd and 2 miles below Dufur and called WASCO post office(1868-1872) when Wm. Gilliam ran it (1864-1872)and was the postmaster from 1868 to 1872.(For more data see under WASCO). The Pratts farm on Center Ridge above Boyd.

Arthur A. Marvel

Arthur A. Marvel, farmer, warehouseman, miller and merchant of Boyd was born in Illinois(1870) son of George W. and Smantha(Lever)Marvel; was educated in Kansas; came to Gilliam Co.(1887)and worked on farms. In 1898 he owned 1000 acres at Morgan, in Morrow county. At Heppner(1900)he married Millie D. Wilson and came to Boyd in 1902 and now lives in Dufur. The Marvel children were: George A. Marvel, Rural Mail Carrier at Dufur who married Frances Burtner and have George and Frances; Lester Marvel who farms the A.A. Marvel home place at Boyd and Archie Marvel of Portland. A. A. Marvel sold his flour mill at Boyd in 1911 and managed the Boyd Union Elevator Co. from 1916 to 1921; and he was retired by the government in 1940; as postmaster, because he reached the age of 70.

Sylvester W. Mason

Sylvester W. Mason, Boyd Homesteader, was born in N.Y.(1844)and came west on the Union Pacific railroad, on one of its first trains in 1869, to San Francisco; then came by boat to Portland and The Dalles. He filed on his Boyd homestead in 1870. His brother John Mason came west with him. Sylvester W. Mason married Lydia Keith and their children were:

1. Earnest Mason, farmer of Wrentham, married Mable Turner, the daughter of Joe Turner of upper Wrentham Canyon and their children were: Cliff of Wrentham; Gerald of Oakland and Glenola.
2. Harry Mason of Boyd married Gertrude Stanley and later became a Dalles City employee.
3. Glenn of Boyd; 4. Arthur of Boyd; 5. John, single of Boyd; 6. Harvey of Portland; 7. Merle of Boyd;
8. Grace(Mrs.Floyd Woolery)of Portland.
9. Sylvester J. Mason married Nettie Ramus and had daughter Vira(Mrs.Gerhard Remple)Dalles P.O. Clerk.

John Mason

John Mason came west from N.Y. with his brother Sylvester W. Mason and homesteaded at Boyd and had an only son Sylvester V. Mason of Boyd, who married Mary Masquert of Rice, and their children were: Charles, died single; John of California and Nick Mason who farms his father's place at Wrentham and who married Elsie Hutson. The Nick Mason children are 1. Bonny(Mrs.Jim McFee)Portland; 2. Merlyn of The Dalles and 3. Larry, single.

Henson McCoy (1833-1898)

Henson McCoy an 1878 pioneer farmer of Boyd was born in Illinois(1833)son of James and Mary(Moore) McCoy of Ky. They came to Mo.(1837)then went to Texas and in 1856 to California by ox-team. In 1878 he homesteaded and bought 560 acres at Boyd, now known as the Ned Underhill place. In 1853 he married Clarissa Rusher, daughter of Wm. and Mary(Sportsman)Rusher. Their children were:

1. Tom, barber of Seattle; 2. Wm. a physician of Salt Lake City; 3. John, miner at Cripple Creek, Colo.
4. Joseph McCoy, wheat and stock farmer of Boyd, was born in Cal.(1871)and married(1895)Lillian Phipps daughter of John of Boyd and Amanda(Davidson)Phipps. Their children were 1. Frances; 2. Ernest; 3. Dora; 4. Joseph. The family lived on the John Godeneck place at Boyd. Whereabouts is unknown.
5. Dennis R. McCoy, Boyd farmer and county road supervisor, was born in Tulare Co. Calif.(1873) and later became a barber of The Dalles with his brother Tom in the O.K. Shop(1896). He married Myrtle Markman, daughter of James and Minnie(Page)Markman of Dufur. There were no children. Elmer Swett thought they may have went to High Prairie, Wash. and that Joseph may have went there also.
6. Mary(Mrs.John Sternweis)Portland; 7. Ellen(Mrs.Abraham Mowery)Portland; 8. Sarah(Mrs.Issac Fowler)Portland; 9. Nancy(Mrs.Herbert Powell)Dallesport, Wn.; 10. Zeddie(Mrs.Albert Connelly).

James Nicholson

Was born in Pa.(1847)son of John and Nancy(Frew)Nicholson. He went to California(1875)and came to Salem(1878)and to Boyd(1879). During his homestead period he worked for the railroad at The Dalles 4 years. He retired to his place at Boyd in 1899. His son Nick Nicholson farmed the Ned Underhill place at Boyd; and was last known to be living in the Bend area in 1918.

Charles J. Nicholson

Brother of James(above)was born in Penn.(1859)and homesteaded at Boyd in 1896. He married Lizzie Johnson, daughter of Tom and Mary(Allen)Johnson of Penn. Their daughter Mary was last known to be in Seattle; John C. Nicholson of Boyd was killed in the military service during World War I. Russel Nicholson was an electrical engineer in Seattle and his sister Romaine was last known to be in Seattle.

Wm. Odell

Was born in Mo.(1864)son Griffith and Jessie(Harriott)Odell who worked on the railroad in The Dalles in 1882 and homesteaded at Boyd in 1884. He married(1893)Emma Deckert and their children were Hattie and Ada of Boyd; Albert, who farms the Wm. Odell place; Minnie(Mrs. D. McCartney) The Dalles and Elmer who was accidentally killed on the ranch.

Charles H. Swett

Was born in Douglas Co.(1867)son of James & Julia(Potter)Swett of Ill. and Ellensburg, Wash. The Potters were 1849 emigrants to Oregon City. Chas homesteaded at Boyd in 1886 and Mrs. Swett owned ½ section in her right--she was Alice Potter, daughter of John and Lucinda(Moore)Hanna, 1852 emigrants who came to Boyd in 1870. Their children were:

1. Elmer Swett of The Dalles who married Minnie Hogue and have Eleanor(Mrs.Bernard Landreth)Eugene and Charles, now in the Navy. Elmer works at The Dalles post office and supplied this biography.
2. Earnest Swett, single, farmer of Dufur.
3. Annie(Mrs. John Godknecht)of Boyd whose children were: 1. Margaret(Mrs.Dick McGregor)Tigard; 2. Dorothy(Mrs.Jim McGongal)Seattle; 3. Anna, single.
4. Thomas L. Swett who married Bertha Spickerman and have Jacquelin(Mrs. Budd Orr) The Dalles.
5. Ada(Mrs. Edra Tidwell)occupants of the 12 Mile Ranch, formerly the post office of WASCO, at the foot of Long Hollow, 1 mile above Boyd(see under Wasco); their children are: Ted, Phyllis, Dennis, Christine and William, minors at home.

6. Stanley Swett, farmer of Sherman county has sons Carl and Donald, minors at home.
7. Archie Swett, construction worker married Anna Peterson and has Juanita and Roselyn at home.

Menzo C. Selleck

Menzo C. Selleck, farmer of Boyd, was born in N.Y.(1848)son of Hinman and Lucy(Philbrick)Selleck. He went to Iowa(1878)as a carpenter and homesteaded at Boyd in 1881 and was also a carpenter on the railroad at The Dalles, in their shops, building bridges, warehouses, stations etc. for 9 years. He married Nettie Parker of N.Y. and their children were: 1. Royal, died single; 2. James, postmaster of Boyd who was born at The Dalles(1885)and married Pearl Hayworth and have son James Reese of Calif. James Selleck served as postmaster of Boyd(1910-18), Rural Carrier at Boyd(1906-10)and postmaster since 1940. 3. Howard Selleck, Dalles City employee who married Gene Green and had a son Lyle who died in Texas; 4. Marcia Yak of Hood River; 5. Myrtle(Mrs. Clyde Bolton)Boyd; 6. Ruby McLeod, Maupin; 7. Roy of Indiana and 8. Bernard Sellick who was born in N.Y.(1878)attended Dalles schools and became a printer on the Times-Mountaineer and Wasco Sun, then farmed at Boyd and was killed in an automobile accident at Vancouver, Wash.(1951)where he went in 1917. He had been a Rural Mail Carrier at Boyd and had a son Donald and a daughter Mrs. W. J. Nicholson of Vancouver. His wife was Maud Bethune.

John N. Stirnweis

Boyd farmer was born in Germany(1837)son of Fredrick & Kunigunda(Walters)Sternweis who came to Baltimore(1851)and learned the shoemaker trade. He came by boat to Calif. in 1863 and raised sheep in Tulare Co. for 20 years. He came to Boyd in 1886 and bought 240 acres. He married Mary McCoy, daughter of Hensen and Clarissa(Rusher)McCoy of Boyd. Their children were: Wm. of Grants Pass; Geo., Washington and Omer of Portland; Annie(Mrs. Frank Hathaway)Portland; Maggie(James Underhill)Tygh and Hattie(Marshall Poppleton)Portland.

Charles H. Southern

Chas H. Southern was born in Iowa(1855)and came to Boyd(1871)and married(1878)Emma Rice, daughter of Horace Rice(see under Rice station). He laid out the Boyd townsite in 1895 and went into the merchantile business there in 1899. He had a son Harry Southern and a daughter Ethel who married Roy Butler who became a partner with Mr. Southern in the Boyd store and later bought the store. Mrs. Roy Butler lives in The Dalles at this writing.

William L. Ward (1826-1897)

Wm. L. Ward, wheat and stock farmer of Ward Hill at Boyd and sawmill owner at Dufur was born in Ohio and married Hanna Potts of Pottsville, Penn.- which place was named for her father who was a blacksmith for Gen. George Washington at Valley Forge, and it was on the Potts homestead that the first coal of Penn. was discovered. They came across the plains to Dufur in 1859; were the first settlers on 8 Mile in 1860 building the first school house there. They then went to Vancouver and back to Hood River where they lived 7 years. They settled on Ward Hill, at Boyd, in 1873 where Mr. Ward continued to live until his death in 1897. Their children were:

1. Joseph W. Ward, born in Ohio(1852); came across the plains by ox-team with his parents in 1859 to Dufur where he attended his first school and went to school in the first school house on 8 Mile, later going to school at Vancouver and Hood River. In 1870 he worked on the telegraph line between Umatilla and Walla Walla. In 1873 he homesteaded on Ward Hill with his brothers and father and they all jointly became owners of the Ward sawmill above Dufur. He married Josephene Starkey & had:
 - (A)Joseph Wm. Ward Jr., farmer of Boyd who married Gladys Scott and had Doris(Mrs. Richard Gerthula).
 - (B)Edward L. Ward, farmer of Boyd and retired to Portland, married Clara Thompson and had: Josephene (Mrs. John Kerege)Boyd; Edw. who died single and Nancy of Stanford University.(C)John, died single;
 - (D)Violet(Mrs. D.J. Meets)Ft. Madison, Wisconsin who have Ward, Robert and Victoria.
2. Margaret Ward(Mrs. Milton Neal)farmers of Hood River; born in Ohio 1852; and had:
 - (A)Chanoey, died single;
 - (B)Clara "Anne"(Mrs. Sam Johnson)of Johnson Brothers of Dufur who had: Kate(Mrs. Sam McClintic) of Portland and George, single, of Portland.
 - (C)Clementine "Maude"(Mrs. Chas. Acker)Portland who had: Earl of Portland who married Marie Cooper.
 - (D)Oliver Milton Neal "Dick" married Lucy Douglas and were Dufur farmers and they had: Milton, a Dufur farmer who married Neva Smith and had Beverly and Richard. (E)Lentiona, died single.
 - (F)Dorothy(Mrs. George Ober)The Dalles and have Kenneth.
 - (G)Wm. Neal, farmer of Dufur.
3. Frederick Harmon Ward, farmer of Boyd and sawmill owner; born Ohio 1857; married Emma Baker and had:
 - (A)Marie(Mrs. Frank Wheelon); no children.
 - (B)Frederick, died single in the Naval Hospital during World War 1. (C)Vera, died single.
4. John Clayton Ward, born Ohio 1859, Boyd farmer and sawmill owner; married Menta Darnielle and had:
 - (A)Vangie(Mrs. Chas. Broder)Portland who have son Dale.
 - (B)Eldon Ward, farmer of Ward Hill at Rice married Violet Proult)and have son Clayton who married Mary Anne Slusher and farm the Daniel Bolton place above Rice on 15 Mile.
5. Samuel Platner Ward was born at Vancouver, Wn. in 1865, was a farmer of Ward Hill of Boyd and Dufur sawmill owner, jointly with his father and brothers; he married Mary Anne McHaley and had:
 - (A)Ida Jean Ward, single, of The Dalles who furnished this very fine Ward family biography.
 - (B)Louis C. Ward, government employee at Big Eddy, married Ruby May and have Donna(Mrs. L. Gardner).
 - (C)Andrew Jackson Ward, farmer of Dufur married Bessie Limeroth and have Andrew of Dufur.
 - (D)Margaret(Mrs. James Johnson)Portland; no children.(E)George of Portland married Alice Beal.
 - (F)Delmar of Portland married Betty Lou Basset.(G)Ruth Pauline(Mrs. Geo. Truman)San Francisco.

6. Victor Ward, Boyd farmer was born at Hood River(1867)and married Lottie Baker Koontz; no children.
7. Alice Frances(Mrs. Vincent James Kelley)farmers of Wrentham and part owner of the Ward sawmill which they eventually acquired full ownership of. Their children were: Wm. Nichols and Vincent James Kelley, both of whom died single.--Biography by Miss Ida Jean Ward of The Dalles.

Joseph Haynes

Joseph Haynes, Civil War Veteran farmer of Boyd and Dufur, was born in Worcester, Mass.(1826)son of Joseph and Sally(Shapin)Haynes. He was educated and apprenticed a shoemaker at Worcester and went to Milan, Ill(1862)enlisting in Co. A, 93 Ill. Infantry and served in several campaigns to 1865. He came to Oregon in 1879 where he farmed in the Boyd area and retired to Dufur in 1898. Their stock and wheat ranch was on Center Ridge. He married(1853)Lucinda Freeman and their children were:

1. Wm. R. Haynes, Boyd farmer who was born in Michigan(1853); went to Garnet, Kan. at 16 becoming a teamster and hunting buffalo, in the winter. He homesteaded at Boyd, on Center Ridge, in 1882 and married Mary Craft at Nevada, Mo., the daughter of "Grandpa" Jacob Craft, emigrant of 1883 to the Center Ridge country. Mr. Haynes acquired a 800 acre wheat, stock, horse and hog ranch. Their children were: 1. Lee of Boyd; 2. Lloyd of Boyd; 3. Hattie of Klamath Falls; 4. Paul of Portland; 5. Rosanna(Mrs. Washington Sternweis)Portland; Gladys(Mrs. Harold Heisler)Dufur; 7. Edith of Portland.
2. Austin F. Haynes, carpenter of Dufur whose children were: Grace; Merle; Ray; Roy; Frank and Ted.
3. Ellsworth Haynes, Boyd sheep and wheat farmer, was born in Ill(1862)and homesteaded at Boyd in 1882 where he was an expert sheep shearer for 20 years with a daily average of 125 and a top record of 156 hand sheared sheep in one approximate 8 hour day! This marvelous feat of human endurance called for one sheep every 15 minutes to be hand sheared! Sheep in those days were somewhat smaller than those of modern times, but 200 is considered a top record for machine-sheared sheep for 1952. He married(1888)Emily Craft, daughter of Grandpa Jacob Craft of Boyd and their children were: Albert of The Dalles; Omar Kenneth of The Dalles; Pearl, died single; Ruby(Mrs. Joe Fleck)The Dalles and Thomas of The Dalles.
4. Burt H. Haynes was born in Illinois(1868)and came to the Boyd-Dufur area in 1898 becoming a sheep, wheat and stock farmer of Center Ridge, 12 miles south of Boyd on 200 acres. Like his brother Ellsworth(above)he too became an expert sheep shearer and for 20 years served with his brother with equal skill and ability of around 125 sheep per day with a top record of 156 hand-sheared sheep in an 8 hour day! To appreciate the amount of endurance required, take a pair of "sheep shearer" grass clippers and operate them for an hour, by hand, on the lawn grass and see how much muscle grip it requires and remember grass is easier to cut than wool on a nervous sheep. Mr. Haynes married(1895)Effie Wilson, daughter of David and Susan(Hixon)Wilson and their children were:
 1. Joe Haynes who married Florence Page and have Virginia; and live in Santa Anna, Calif.
 2. Alice(Mrs. Jasper Bourland)The Dalles and their children are:
 - (A)Floyd, married Elisa Jones and have Judy, Rody and Bobbie, all of The Dalles.
 - (B)Harold who lives in The Dalles and has Bevy and Janet.
 - (C)Sheila(Mrs. Earl Finkle)Portland who have Erlene.
 - (D)Darrell married Jean Gibson and have Sandra, all of The Dalles.
 - (E)Rodger of The Dalles and (F)Carol of The Dalles.
3. Ivan Haynes of San Francisco.
4. Daisy(Mrs. Pearl Wright)Portland who has Elden and Glenn.
5. Elma(Mrs. Paul Benedict)Dufur who have Nelda, Stella and Susan.--Biography by Mrs. B.H. Haynes.

Jacob Craft

Grandpa Jacob Craft, Mexican War Veteran farmer of Boyd was born in Virginia(1819)son of Daniel of Germany who was a bugler in the War of 1812 and Mary(Hamilton)Craft of Va. In 1838 he went to Ohio and learned the molder's trade where he worked 7 years at Springfield and 17 years in Cincinnati. He then enlisted in Co. I Ohio Volunteers under Col. Harney in the Mexican War of 1846 and served in seven engagements through to Mexico City. During the Civil War he drilled recruits and then became a contractor. He came to Boyd in 1883 homesteading on Center Ridge and acquired 400 acres and retired on his Mexican War pension. In 1852 he married Rosanna Decker and their children were:

1. Wm. of Dufur, single. 2. Edwin, married Nora Hill and had: (A)Percy of Boyd; (B)George of Honolulu; (C)Ray of Boyd; (D)Tom of Pendleton; (E)Frances of Pendleton. 3. Joe of Boyd married Effie Neabeck and had: Vernon of The Dalles; Wm. who was killed in Italy during World War 2; Dewey, died single; Alfred; Bud; Alice; Rose; Julia, Fred and Garnet all live near their mother at Stockton, Calif.
4. Walter Craft, blacksmith of Mitchell. 5. Alice(Mrs. Edmonds)Nevada, Mo. 6. Kate(Mrs. Wm. Haynes)Boyd. 7. Eurna(Mrs. Ellsworth Haynes)Boyd. 8. Edith(Mrs. Tom Harris)Payette, Ida.--Biography by Mrs. B.H. Haynes.

David C. Wilson

Farmer of Center Ridge at Boyd was born in Ill.(1844)son of David & Amanda(Hiler)Wilson; came to The Dalles as a carpenter in 1888 and homesteaded on Center Ridge in 1900. He married Susan Hinkson:

1. Elmer Wilson married Ina Phipps, farmed at Boyd to 1917 when he went to Portland. Their children were: Harold; Hazel; Wanda Anderson; Roberta; Arlene; Glenn; Dave and Belda.
2. Thomas Wm. Wilson married Lottie Butler, daughter of Jonathan of Nansene; farmed at Chicken Springs, near Nansene and had Helen of Portland and Dorothy(Mrs. Tom Farger)Portland.
3. T "Floyd" Wilson married Clara Moore; farmed at Dufur and had Dr. Harry Wilson, Portland.
4. Everett Wilson married Edna Grossmiller; had Adeline and lives in Portland; 5. Charlie of Bend;
6. Alice(Mrs. Eban Butler)Nansene; 7. Effie(Mrs. Burt Haynes)-see above; 8. Hattie(Mrs. David Reardon)The Dalles; 9. Rosie(Mrs. Harry Southern)Boyd; 10. Minnie(Mrs. Clyde Butler)The Dalles; 11. Nellie(Mrs. Oscar Powers)Cottage Grove; 12. Ethel, died single and 13. Everett, married Edna Grossmiller and lives in Portland. --Biography by Mrs. B. H. Haynes of The Dalles.

ENDERSBY

The post office of Endersby was established August 20, 1892 with George W. Fligg, postmaster and closed October 13, 1906. It was located in the Fligg store about 4 miles above the junction of The Dalles-California highway and the 8 Mile creek market road. It was served by The Dalles to Wapinitia stage line. It was named for "Capt" W. E. Endersby a pioneer settler of 8 Mile valley. It was first located about a mile up the Fligg canyon, east toward Dufur, and later moved down to the house now occupied by Louis Omeg, near the 8 Mile Grange hall. In addition to being postmaster and store operator Mr. Fligg was county road surveyor and Justice of the Peace, with power to marry people, try horse thieves and gun toters and other violators of the law in his court.

EIGHT MILE

Eight Mile was a stage and freight wagon stop where the Old Dufur Road crosses 8 Mile creek, back in the 1880's. It was the first stop out of The Dalles on the old Dalles to Canyon City and Dalles to Prineville stage and freight wagon roads. Before that it a stop for emigrants on the road to Tygh to connect with the old Barlow road to Oregon City. It was never a post office nor did it ever have a store, but it did have an Inn, where meals could be bought or a bed obtained for the night, a livery barn to put horses up in, a blacksmith shop to repair wagons at and a "gallon house" operated by Frank Huett and later by Mr. Wall. These "gallon houses" were not supposed to sell liquor in less than gallon containers, but it was seldom that a witness could be found who would "testify" that he had bought the potent "fire water" in less than gallon lots. Daisy Butler remembers, "how the Indians would commence to feel the firewater by the time they got over Ward Hill into Boyd and utter their blood curdling yells that made little children run and hide and mothers bolt the doors."

Early Settlers

Two of the earliest settlers were the Wm. L. Ward and John Doyle families of 1860 who built the first school house, near the 8 Mile cemetery. John Doyle was the first teacher. They were followed by the Henry Williams and Louis Klinger families in 1863 then the Andrew McHaley family in 1864 and the Thomas Angell family about 1865; Riley Drake 1879; Albert Doyle 1868; Alfred Ferguson 1876; John and Amos Darnielle 1878; Ed and Wm. Harriman in 1862; James Dickson 1864.

The Dalles directory of 1893 listed J.B. Hanna, Frank and Jane Houett, Annie Ayres, John Doyle, Wm. Endersby, G.W. Patterson, Henry Williams and J.C. Wingfield.

1898 Settlers

The Dalles directory of 1898 listed F.B. Adams, Oscar Angell, J.H. Baker, Wm. Boettoher, A. J. Brown, W.E. Campbell, county surveyor; O.B. Connelly, Geo. W. Covert, C.H. Commings, J. E. Darnielle, John M. Darnielle, W. J. Davidson, J. W. Dickson, Arthur Disbrow, Wm. Doak, C.D. Doyle, Dan S. Doyle, Edwin Doyle, J. R. Doyle, W. A. Doyle, Riley Drake, Fred Drake, C.R. Egbert, Wm. Endersby, George W. Fligg, general merchandise and postmaster of Endersby; A.C. Fallinger, J. Fosber, S. Foster, Edw. M. and Wm. J. Harriman, J.H. Westley, G.W. Harris, R. Hayes, O.F. Hibbard, F.E. Houett, G.D. Hyre, J. F. Jones, O.H. Kerns, August Longren, Thomas Leabo, Wm. Leininger, B.C. Lowe, J.N. Lower, J. & A. McCabe, J.E. McCormick, Harry Mahear, gardner; Frank Mursh, E.R. Mathis, J.M., W.J. & Joseph Means, Oscar Neal, N. Nelson, Dave, J.W., Wm., & B. Patterson; L. Perkins, L. Rice, H. Ryan, L.A. Sears, D.C. Smith, B.C. Simons, Henry Simons, George Smith, Ben Southwell, G.B. Teel, C.M. Thompson, Chas. and F.C. Wagonblast, I.A. Wagner, F.H., G., & W.H. Williams, J.C., Alice and Orville Wingfield.

1910 Settlers

The Dalles directory of 1910 shows Venz Bauer, W.F. Doak, Fred Drake, Dan S. Doyle, Geo. and Allen Fligg, Joe Evans, Wm. Endersby, Alfred Ferguson, G.A. Fisher, W.J. Harriman, Biron Hazen, Thomas and E.L. Leabo, August Longren, W.J. Means, Sam A. Meeker, R. & Chas. Neal, S. Nishizaki (Jap Hollow); Louis Peter Omeg, Abnet St. Ores, M.C. Walston, Harry and W. H. Williams. We know there were more 1910 settlers than these, which shows how incomplete directories sometimes are.

Thomas Angell

Carson C. Masiker, in his history of 15 Mile creek valley, lists the Thomas Angell family as pioneer residents of the Dufur vacinity in 1860 and their removal to the 8 Mile country by 1864. Thomas Angell's son was Oscar, who was so well known by later residents of the creek and his children were: Frank of Portland; Orville of Portland; Amy of Portland; Ray, who still lives on 8 Mile and married Grace Bauer and has son Vern, single of 8 Mile and daughter Eva of Portland. Congressman Homer Angell of Portland was a brother of Oscar and son of Thomas, head of this well known family.

W.A. Campbell

W.A. Campbell settled on 8 Mile about 1880, on the Miles Leabo place. His children were: 1. Bert Campbell, well known Dalles Taxidermist; 2. Roy Campbell, Wasco county surveyor; 3. Chas. of Spokane; Rex of Yakima and Fred of The Dalles. --Biography by Miles Leabo.

John Doyle

John Doyle, the 1860 school teacher and farmer of 8 Mile had an only son Dan who married Carrie Drummond, farmed on 8 Mile they had son Dick who married Lynn Gerking and farmed with his father Dan. The children of Dick Doyle were: 1. Gene (Mrs. Wes DePrist) Seattle; 2. Jack of Portland and Delmar, who married Betty Lillard and lives in Eugene. Dan Doyle had a daughter Eunice who married Wm. Gerking and lives at Taft, Oregon. --Biography by Miles Leabo.

Riley Drake

Riley Drake the 1856 Yakima Indian War veteran farmer of 8 Mile and freighter from The Dalles to Prineville and Burns, was born in N.Y.(1833)son of Riley and Betsy(Matteson)Drake; came to Oregon in 1853 by ox-team, took the "Meek Cut-off route" through Central Oregon, got lost and nearly starved to death before being rescued by missionaries from The Dalles and friendly Warm Springs Indians and guided down The Dalles-California route to Sherars Bridge, where they balked up their wagon beds and "ferried" across the Deschutes. They went on down to Marion county where they stayed until 1879 when they came to 8 Mile. He served in the Yakima Indian War of 1856 with volunteers from Marion county at Jefferson. He married(1860)Sarah Johnson, daughter of George and Emily(Dyer)Johnson. Their children were:

1. Linus Drake, married Frankie Campbell. He was a miner and carpenter of The Dalles and had son Ray.
2. Ettie(Mrs.James Ferguson)whose husband was a Dalles expressman and they had:(A)Jimmy, single of The Dalles; (B)Clara(Mrs.George Smith)The Dalles whose husband was a Spanish War veteran; (C) Harry, single, of The Dalles.
3. Mary Drake, burned to death at Jefferson in 1868.
4. May(Mrs. John Ferguson)Wasco Mill employee and Dalles expressman(biography under Fergusons, below).
5. Fred Drake married Ethel Rider, farmed on 8 Mile and had the following children:
 1. Bertha(Mrs. Willard Ober)who has son Fred Burrup in the army.
 2. Hazel(Mrs. Harry Brace)The Dalles where Mr. Brace operates Brace Bros. Auto Towing service.
 3. Dorothy(Mrs. Harry Darnielle)8 Mile farmers who have Ronnie, Jimmie and Carol.
 4. Elma(Mrs.Al Duvall) Mr. Duvall being a Dalles carpenter and they have Michael.
6. Alzora Anne(Mrs. Charlie Thompson)Alturus, Calif. Mr. Thompson was an R.F.D. Carrier, R.1,The Dalles.
 1. Riley J. Thompson, Los Angeles
 2. Venus(Mrs.Frank Tindall)Portland.
 3. Laurel(Mrs.Gresder)Bend. 4. Dale of Portland. 5. Loren of Los Angeles.
 6. Polly(Mrs.Geo. Gurley)Wamic who have Billy; Polly; Sally and George.
7. Monroe "Bud" Drake married Minnie O'Connor and farmed on 8 Mile and 5 Mile and their only daughter Della married Sherman Gardner and had Earnest, Roy and Thomas; married 2 Mel Baker, lives in Dalles.
8. Arlie(Mrs. Otis Teel)farmed on 8 Mile and Center Ridge. Their daughter Willema(Mrs.Irvaig Hayworth) had Nancy White of Portland; m2 Carl Schaefer(Hermiston and have Gene and Carl. Their son Earnest Teel married Nelene Pendel, live in Spokane and have Nesis Diane and Chanly.
9. George Drake died single; 10. Joe Drake died single.--Biography by Mrs. Otis Teel last of the Drakes.

Amos Darnielle

- Amos Darnielle, son of Archibald of Missouri came to Portland, Oregon in 1882. His children were:
1. John Darnielle who married Eva Ogle and settled on 8 Mile in 1878. Their children were:
 1. Willis Darnielle, Dalles real estate merchant and cafe owner, formerly an 8 Mile farmer who married Bertha Coon and have daughters Dora, Verna and Thelma of The Dalles. Bertha Darnielle is Dalles postmaster.
 2. Ray Darnielle married Bulah Doyle and lives at Gresham where he operates a beer parlor.
 3. Paul Darnielle married Margaret McCullough, was an 8 Mile farmer,now a Dalles merchant.Children: (A)Bert, married Eunice Erwin; (B)May(Mrs.Don Lantis)Hood River; (C)Jean(Mrs.Ed.Belzer)in Wisc.; (D)Dorothy(Mrs.Robert Davis)New York; (E)Robert who married Betty Burleson.
 4. Dick Darnielle a government engineer of Portland, Ore.
 5. John Darnielle of Eugene.
 6. Glenn Darnielle, 8 Mile farmer who married Aver Black and have son Roy of The Dalles.
 7. Leona(Mrs. Belva Patison)deceased.
 2. Archie Darnielle, son of Amos married Winnie Bell and lived in Yakima, Wn.
 3. Charlie Darnielle of The Dalles has Rodney and Pat of Portland.
 4. James Darnielle of The Dalles married Myrtle Adams and their only son Harry married Dorothy Drake, farms on 8 Mile and have Ronnie, Jimmie and Carol.
 5. Emma(Mrs. Newton Patterson)8 Mile farmers had Harold of Portland and Minnie(Mrs.Harold Bell)Astoria.
 6. Arthella(Mrs. Thomas Leabo)8 Mile farmers whose biography is listed under the Leabos.
 7. Eliza(Mrs. Harrison Johnson)Wamic farmers who had: John of Wamic; Roy of Spokane; Wm. of Wamic; Amos of Wamic; Anna(Mrs.Frank Wing)Wamic; Emma(Mrs.Emmett Zumwalt)Wamic and The Dalles and Maggie (Mrs. Joe Wing)Wamic.
 8. Henry Darnielle, 5 Mile farmer married Anna Ryan and their adopted daughters were:
 1. Ida(Mrs. John Robertson)lower 3 Mile farmer who have Bob and Jack at home and Margaret at Salem.
 2. Ruby(Mrs.Eugene Wright)8 Mile farmers who has son Eugene Jr. who works in The Dalles post office and who married Phillis Kinslow; and their daughter Anna(Mrs. Melvin Miller)lives in The Dalles with her daughter Thressa.
 9. Frank Darnielle lived in Missouri and never came west.
 10. Elizabeth(Mrs. Ed Laughlin)were stockmen of Prineville and had Lyle; Glee; Earl and Lela all of Prineville, Oregon.
 11. Louise(Mrs. Ralph Senie)Portland where Mr. Senie was one of the early draymen of Portland who prided himself with the very fine express horses and harness and wagon of pioneer days. Their children were: Effie(Mrs. Archie Leonard)whose husband was a noted Portland detective; and Nettie, single, of Portland.

---This very fine Darnielle biography was supplied by Paul Darnielle of The Dalles who is now manager of the Grange Oil Co. and an active member of Cherry Park Grange. Very few people know as much about their family and close relatives as Mr. Darnielle has shown he knows.

George W. Fligg

George W. Fligg, postmaster, store owner and operator and Justice of the Peace at Endersby was born in Ill.(1833)son of John and Martha Fligg of England. Mr. Fligg's father died when he was 4 years old and he started out in the world for himself at the tender age of 10. In 1855 he married Mary Gregory, daughter of Jackson and Parthenia(Merrill)Gregory and lived in Fairfield, Iowa 40 years where he worked as a carpenter. He came to Endersby where he farmed in 1895 and in 1899 he started his store in Fligg Canyon, about 1 mile south of Endersby Grange Hall, toward Dufur and later moved it down near the present location of the 8 Mile Grange hall. Their children were:

1. Charlie Fligg who lived in Fairfield, Iowa and never came west.
2. Allen Fligg, farmer of 8 Mile, married Lizzie Davis, daughter of Silas Wm. Davis; operator of The Dalles to Wapinitia stage line(1885-1898). Their adopted son Claude made the U.S. Navy his career.
3. Sarah(Mrs. George W. Covert)8 Mile farmers whose children were: 1. Raymond of Wisconsin; 2. Chas of Lakeview; 3. Alpha(Mrs.Art Herriman)of Idaho; 4. Ruby(Mrs. Louis Omag)8 Mile farmers who had: (A)Ruby(Mrs.Earnest Winkle)in California; (B)Mildred, died single; (C)Claude, married Hazel Renkin and live in The Dalles with son Mel; (D)Ron of The Dalles who has son Ron; (E)Kenneth of The Dalles and (F)Dorothy of Portland.
- Gertie(Ml-Carl Ober)and had Fred of Pendelton; Floyd of Forest Grove; Willard, single and George who married Dorothy Neal and have Kenneth and Bob. Gertie is now Mrs. Floyd Vanderpool of Dufur.
6. Gladys(Mrs. Andrew Johnson)The Dalles who have Ida; Norma; Lavern; Patsy and Howard.
7. Rollin Covert of The Dalles married Isabel Denslinger and their daughter Harriett(Mrs. L. L. Lewis) has Rollin; Wallace; Dennis; Donald and Rodger. Mr. Lewis is an REA electrician.
8. Harvey Covert married Marie Doyle, daughter of Charlie Doyle and had Betty(Mrs.Bob Walkins) of Portland; and Genevive, single of The Dalles; and Rosemary, single.
9. Edith(Mrs. Ed. Stevens)lives in Spokane.--Covert biography by Rollin Covert.
4. Louisa(Mrs. Frank Sill)farmed for a time on 8 Mile and had George; Clarence, Roy; Bertha & Ethel.
5. Bell(Mrs. J.C. Bailey)lived in Fairfield, Iowa and never came west.
6. Cora(Mrs. Wm. Endersby)8 Mile farmers had Wm.; Mable and Alice, single and Pearl(Mrs.Don Herberline) of The Dalles. The post office of Endersby was named for this family who still live there.
7. Mary(Mrs. James Dickson)8 Mile farmers whose children were:
 1. Wilbur Dickson, married Harriett Coons and have Leland of The Dalles who married Gene Fleck and they have John and Jane of The Dalles. Wilbur is a Wasco County Road Department mechanic.
 2. Earnest Dickson, died single.--Biography by Wilbur Dickson.
 3. Ruth(Mrs. Delmar McGovney)Phoenix, Arizona.
 4. George Delbert Dickson married Montane Young . Their son Dr. Delbert Roger Dickson practices medicine in Los Angeles. He married Phillis Webster and they have Tamile and Debra. Their son Kenneth Gordon Dickson is a telephone employee of The Dalles and married Cecillia LaMarche and have Kenneth Jr. and Terisa Diane, both of The Dalles.--Biography by Delbert Dickson.
8. Edwin; 9. Wm. 10. Minnie; 11. Martha--all 4 died single.

James W. Dickson was born in England(1856)and on the voyage over to America his father was lost overboard and his mother died shortly thereafter leaving him an orphan boy in a strange country. At 13 he started out for himself and eventually worked his way across the U.S. to Oregon and homesteaded in the 8 Mile district in the late 1880's and freighted to Prineville.

Albert Doyle

Albert Doyle was born in Virginia(1832)son of Dan and married Sarah Hines in 1857 and came to Oregon by covered wagon in 1865. In 1868 they bought the Louis Klinger place on upper 8 Mile on which he lived to his death in 1880. Their children were: 1. Mary(Mrs. Ben Southwell)Dufur; 2. Joe, died single; 3. Bessie(Mrs. Chas. Wagonblast)biography under Wagonblasts; 4. Edwin, died single and 5. Wm. Doyle who farmed the old home place and also died single. Roy Wagonblast occupies the place.

Alfred Ferguson

Alfred Ferguson was born in N.Y.(1842)son of Elijah and Clarinda(Blair)Ferguson and came to California by boat in 1861 where he mined and farmed until he came to 8 Mile in 1876. In 1869 he married Martha Robertson, daughter of John and Emily(Pinnill)Robertson 1862 emigrants from Mo. Their children:

1. John E. Ferguson, Wasco miller, married May Drake, daughter of Riley of 8 Mile and their children:
 1. Alfred married Della Head and lives at Clarkston, Wash. and has: Wm. died single; Wilbur of Calif. and Helen(Mrs. Alfred Shunke)The Dalles.
 2. Frank, died single. 3. Joe, died single.
4. Alvira married Bertha Olney and was drowned at Newport, Ore. and they had: Salva and May of San Francisco; Marvin of The Dalles; Erma of Portland; Robert of The Dalles; Wayne and Eugene.
5. John married Harel Wisner and live at Paradise, Calif. where they have Eleanor(Mrs. Floyd Fowler) and Martha of Paradise.
6. Pearl(Mrs. Elmer Johnson)The Dalles who have Betty(Mrs.John Hix)San Ldis Obispo, Calif.
2. Ashford Ferguson married Effie Adams of 3 Mile and had Ralph of Vancouver; 2. Ellis of Gerhard who married Lois Kindred and had Keith and Elden; 3. Nina(Mrs.John Nichols)Seattle who have John and Robert and 4. Ada(2.Louassac)mayor of Anchorage, Alaska.
3. Miles Ferguson, 8 Mile farmer married Bessie Simons and had Rose and Florence(Mrs.John Ball)Boyd.

James Ferguson

James Ferguson, brother of Alfred, married Ettie Drake, daughter of Riley of 8 Mile and had Jimmy of The Dalles and Clara Smith of Hood River. James was a familiar dray-expressman of pioneer days.

---This Alfred and James Ferguson biography was supplied by Mrs. Elmer Johnson of The Dalles.

Edward M. Harriman

Edward M. Harriman 500 acre stock farmer of Endersby was born in England(1855)son of John and Elizabeth(Hanford)Harriman and came to the U.S.(1873); to Marysville California(1874)to Portland (1879)to The Dalles(1880)with the railroad construction crews. In 1882 he bought on 8 Mile. In 1888 he married Ada Woodcock, daughter of Williston and Alazama(Cornelius)Woodcock and their children were Nellie and Edna who died single; Arthur a minister of Florida; Fred and Dickson, whereabouts unknown.--History Central Oregon.

Wm. J. Harriman

Wm. J. Harriman was a brother of Ed and Art, was a 600 acre farmer of 8 Mile, Wasco County Commissioner and Justice of the Peace around 1900; was born in England(1854); came to 8 Mile in 1882 where he homesteaded and bought the J.H. Harris place. In 1888 he married Jane Nelson, daughter of James and Elizabeth(McKeand)Nelson-who died at Endersby in 1902 and was a "good read advocate" of that early period and raised many prize-winning horses. The Wm. Harriman children were: 1. Wm. T. Harriman, died single; 2. Charlie Harriman married Mildred Wild and had Chas. of Salem and Betty (Mrs. Ray Darnielle)Portland; 3. George Harriman died single; 4. John Harriman lived at Soda Springs, Idaho and had Barbara; 5. Florence(Mrs. Fred Hennis)Santa Anna, Cal. 6. Lizzie(Mrs. Charles Brune) Yakima, Wash. who have George and Jack; 7. Jane(Mrs. Leabo)Kelso, Wash.--Biography by Chas. Harriman.

Arthur Harriman

Arthur Harriman, brother of Ed and Wm. farmed on 5 Mile, was born in England(1857)came to the U.S. in 1875 and to The Dalles in 1898 where he bought 380 acres on the old Steel road in the 5 Mile area. He married Helen Morris(1880)and had Constance(Mrs. Oscar Johnson) and Arthur of The Dalles. His second wife was Emma Fuller, daughter of Sylvester and Frances(Caton)Fuller and their children were: 1. Homer Harriman, grocery merchant of The Dalles, married La Verné Martin and have Gene of Vancouver and Janet(Mrs. Truman Osborne)Estacada.

2. Herbert Harriman of Omak, Wash. married Edna Golt and have Willis of Estacada and Marian(Mrs. Warner Leonardo)Gerhard, Oregon.
3. Glenn Harriman of Omak, Wash. married Winifred Beal and had Muriel, Stanley and Glenda of Omak.
4. Rose(Mrs. Herman Stoneman)Walla Walla where Mr. Stoneman is district manager of the Railway Express Co. and used to live in The Dalles. Their children are Lester, Flora and Phyllis.
5. Forest Harriman of Okanagan, Wash. has a son Don of Okanagan.
6. Arthur Harriman lives in Upland, Calif. and has 5 children.--Biography by Homer Harriman.

Louis Klinger

Louis Klinger was one of the earliest 8 Mile farmers; was born in Mo.(1837)son of John and Mary Klinger of Germany. He first passed through The Dalles by emigrant train in 1847 among the first to use the old Barlow road over the Cascade mountains which was completed that summer for first travel. They ran out of food, coming across the plains, and had to live on rice and bread. Only the one log house of Nathan Olney was to be seen in The Dalles(besides the Methodist Mission buildings)in 1847. Some 7000 emigrants started for Oregon that year but thousands died enroute from Cholera and starvation. Louis Klinger arrived in Oregon City with 25¢ in his pocket and wheat was worth \$8 a bushell. Dr. John McLaughlin took his note for enough wheat for the family to live on that winter on their Donation Land Claim at Molalla. In 1861 he married Melissa Woodcock, daughter of Wilson D. and Keziah (Bunton)Woodcock and settled on 8 Mile in 1863. IN FREIGHTING BETWEEN THE DALLES AND BOISE, IDAHO MR. KLINGER CROSSED 8 MILE CREEK 119 TIMES!(Note: It took a month to go to Boise and return in good weather so Mr. Klinger must have freighted from The Dalles to Boise steady for 10 years!--and possibly 20 years from 1863 to the building of the railroad into Boise in 1883. Who, in 1952, is man enough to ride a freight wagon 20 years?)

Louis Klinger and John Doyle bought the first(wheat)separator to Wasco county and operated it with his neighbors John Doyle, Jack McHaley and Robert Clark until his retirement to Bufur in 1889. He is quoted in the History of Central Oregon as saying he had a lot of fishing and hunting to do, which was the main reason for his retirement(not because of old age or riding freight wagons 20 years!).

Thomas Leabo

Thomas Leabo was an 1890 farmer of 8 Mile was born in Nebraska(1855)son of Josiah and Nancy(Stone) Leabo 1882 emigrants to La Grande and Yaquina Bay. After the parent's death in the Willamette Valley Thomas Leabo came to 8 Mile and homesteaded(1890)and married Arthel Darnielle, daughter of Amos, whose biography is listed on page 293; and their children were:

1. E. L. Leabo, 8 Mile farmer who married Ethel Doyle, daughter of C.R. Doyle and their children were Blanche(Mrs. Ira Hull)in California and Vera(Mrs. Fred LaDuc)Salem who have Jaquin.
2. Iva(Mrs. J.A. Davidson)8 Mile farmers whose children are: 1. Daisy(Mrs. Victor Thompson)Hood River who have son Bob; 2. Melvin Davidson, mayor of The Dalles(1952)married Catherine Crooks and have James, Ed and Cathy; 3. Tom Davidson, single, 8 Mile farmer; 4. Ted Davidson 8 Mile farmer who married Barbara Clark; 5. June(Mrs. Dave Roundtree)The Dalles.
3. Miles C. Leabo, retired 8 Mile farmer and Dalles Insurance agent, married Ethel Gerking and have:
 1. Darrel Leabo, appliance dealer of The Dalles who married Edith Kiederowski and have son Don.
 2. Donald Leabo, World War 2 veteran lost in the naval typhoon of December 18, 1944 off the Philippine islands engulfing the destroyer Hull with total loss of every sailor aboard!
 3. Zona(Mrs. Jack Athanas)8 Mile farmers who have Linda, Phil, Bob and Susie.

August Longren

August Longren was born in Sweden(1853)son of Gus and Margrete(Peterson)Longren who came to the U.S. in 1873; to The Dalles in 1877 with the Oregon Steam Navigation Co. river boats and was a Columbia river scow captain to 1882 when he homesteaded on 8 Mile. He married(1886)Madama Fleming and they had Matilda(Lena)of The Dalles; Minna Foreman of Damascus, Oregon and Charlie who died single.

Andrew Jackson McHaley

The Andrew Jackson McHaley family who settled on 8 Mile in 1864 is the oldest emigrant-pioneer in the history of Wasco County! They came west with Dr. Marcus Whitman and General John C. Fremont to The Dalles in 1843-109 years ago! This family, led by Dr. Whitman, brought the FIRST WAGONS TO OREGON OVER THE OLD OREGON TRAIL! (Read details on pages 3-150 to 158, 187, on the experiences of this and other families on the blazing of the Old Oregon Trail and the first emigrants over it to The Dalles). It was a lonesome 2000 miles between the Walla Walla mission and St. Joseph, Mo. in 1843 with Jim Bridger's cabin, in the Rockies, the only white man's home in all that distance! When they got to The Dalles there was no more road for the wagons, no white people to help them, no boats on the river, except Indian canoes. They had to leave their wagons at The Dalles, drive their cattle over the Indian trail via Lost Lake and Bull Run to Oregon City; make rafts to put their belongings on and float down the Columbia river, portage at the Cascades and go on to Vancouver where Dr. McLaughlin helped them get to Oregon City. We have lots of admiration and respect for all our emigrant families that pioneered over the Old Oregon Trail, but top admiration just has to go to the first trail-blazing families which included the Andrew Jackson McHaley family of 8 Mile and The Dalles, our No. 1 Pioneer Family. John McHaley returned to Indiana and was killed for the pouches of gold he carried, after he and his wife Sarah Ellen (Frazier) had come west with their children who were:

1. James McHaley of Heppner who had no family.
2. Henry McHaley of John Day who had 4 daughters of the John Day country.
3. George McHaley of John Day married Mary Jackson and had:
 - (A) Volney McHaley of John Day who married Veda Cole and had Frank and George of John Day; Fred died.
 - (B) Rodney McHaley of Prairie City married Elizabeth Hubbard and had Kenneth, Rice, Jim, Eileen, Elizabeth and Avis all of Prairie City.
 - (C) Nettie (Mrs. Earl Bleim) John Day.
 - (D) Clara (Dr. G.C. Belknap) Prairie City
 - (E) Inetz (Dr. J.H. Bell) Prairie City
 - (F) Anne (Mrs. Judd Wood)
4. ANDREW JACKSON MC HALEY was 12 years old when he came across the plains with his parents in 1843 and they were helped down the Columbia river from The Dalles by the Hudson Bay Co. trappers. He moved from Champoeog to Hood River with his wife in 1861 where their son Wm. Henry McHaley, who still is living at the Walt Ryan place on R.2, says he was born. They homesteaded on 8 Mile in 1864 when the bunch grass on the hills was belly high on the horses from 8 Mile to The Dalles and through which Wm. Henry McHaley, a lifelong Wasco County resident of 91 years, rode his horse. Andrew Jackson McHaley freighted from The Dalles to Prairie City, Canyon City and Boise, intermittantly for 20 years or until the railroads were built in to Baker (1884). The first roads were so bad out of the Sherars Bridge crossing that teamsters used to have to double up, on each other's wagons, and spend a week getting them to the top of the mountains on either side of the river! The McHaleys, John Doyle and the Wards of Ward Hill (Boyd) built the lower 8 Mile school near the 8 Mile cemetery. The children of Andrew Jackson McHaley and his wife Mary Anne (Woodcock) McHaley were:
 1. Wm. Henry McHaley (91) of The Dalles who ran cattle and horses for his father on the 8 Mile farm; worked in his father's butcher shop in The Dalles; was a good carpenter who could hang 8 doors in an 8 hour day and did it for \$3! He married Lydia Koontz and their children were: 1. Nellie (Mrs. Dick Butler) Dufur who had Grayson Butler and Portia (Mrs. Sorrel) The Dalles; 2. Laura (Mrs. John French) of Alaska who had Adrain of Alaska; Kathleen (Mrs. Ivan Compton) of Iowa who has Donna, Virginia, Norma Lee and Sandra; and Virginia (Mrs. George Esh) Portland who have Steven.
 2. Frank McHaley, died single.
 3. Mary Anne (Mrs. Sam Ward) farmer of Ward Hill, between 8 Mile and Boyd and Dufur sawmill owner.
 1. Ida Jean Ward of The Dalles who furnished the Ward family biography and also furnished this very fine McHaley family biography on this first pioneer family of Wasco County.
 2. Louis C. Ward, government canal employee who married Ruby May and have Donna.
 3. Andrew Jackson Ward of Dufur who married Bessie Limeroth and have Andrew Jr. of Dufur.
 4. Margaret (Mrs. James Johnson) Portland.
 5. George Ward of Portland.
 6. Delmar Ward of Portland.
 7. Ruth (Mrs. George Truman) San Francisco.
 4. Mallisa Jane (Mrs. Edmundson) (Mrs. Luther Huston) Heppner
 1. Frank Edmundson, Madras.
 2. Alenzo Edmundson, Heppner.
 3. Morris Edmondson, Portland.
 5. Ida Elizabeth, died single.
 5. Frank McHaley (1865-1867).
 6. Jane McHaley (Mrs. Kier Porter) Condon who had: Josephene; Rina; Lillian (Mrs. Bryant) who had Chas and Jack Bryant of Condon.

William L. Ward

The Wm. L. Ward biography appears under Boyd where the Ward family settled to permanently remain in 1873, on Ward Hill, up which The Dalles-California highway follows, out of 8 Mile valley and over Ward Hill into Boyd. The old Dalles to Canyon City stage and freight wagon road cut a more direct and straight route from the top of Ward Hill, into Boyd. However the Wards settled for a time on 8 Mile in 1860 and helped build the lower 8 Mile school at the 8 Mile cemetery and are therefore pioneers of both 8 Mile and Boyd districts, as well as Dufur, Vancouver and Hood River.

William Henry Williams

Henry Williams, the old Yakima Indian War veteran of 1858, settled on 8 Mile creek 89 years ago and the place is still in the Williams family, a remarkable record of stability which showed they had the spirit to weather drouths, depressions, floods, blizzards, sickness, wars and all the battles of life for 5 generations! Most of our residents are "fly-by-night professional transients" here today and gone tomorrow, but the Williams family was like the anchor chain on which the boat depended, - nothing could move it!

- Henry Williams was born in Terre Haute, Indiana(1838)son of Washington and Hester(Stevens)Williams. He came west by covered wagon ox-team with his parents at the age of 12(1850)arriving in The Dalles in November from Attumwa, Iowa. The Samuel Brooks family was in the same party and reference is made in the History of Central Oregon where Henry Williams helped his father and Samuel Brooks work for a short time that fall, helping to construct the old "Log Fort Dalles" for the military expedition which arrived almost destitute that same fall and barefooted and with starving horses and mules. It seemed to be a drouth year and everyone suffered, including the livestock, coming across the plains. His father took a Donation Land Claim in the valley, but sold out in 1858, returned to Chicago where he died in 1860. His mother died in The Dalles in 1868. During the Indian uprising Henry Williams enlisted in Co. C. with Capt. Strafford under Col. J.W. Nesmith and served with the mounted volunteers during the Yakima Indian War of 1855-56. He then mined at Yreka, Calif. until 1858 when he went with a party to the Fraser river and the Okanagan where they fought a 12 hour battle with the Indians. In 1859 he married Amanda Abbott of Oregon City the daughter of John and Catherine Abbott. He came with his wife and mother to 8 Mile in 1863 where he homesteaded and bought. For the next 20 years he was among the intermittent old time freighters between The Dalles and Canyon City, Prairie City, Boise and Prineville. Children were:
1. Richard Williams of Goldendale who married Catherine Vogel.
 2. Chas Fred Williams who was born at Oregon City(1861)and freighted for 15 years with his father from The Dalles to Canyon City, Boise and Prineville. He had to remain in Canyon City one whole summer on account of Indian trouble on Murder creek where his brother Richard Herbert Williams scouted for Nathan Olney's volunteers who went out after the Indians when they killed Mr. Aldridge and the troops retaliated by killing several Snake Indians. At 21 Fred worked for the John's Lumber Mill in The Dalles and ran a dray in 1899 in The Dalles and finally moved to Springfield, Oregon. He married Katherine Teague the daughter of Elias, a Confederate Veteran of Goldendale and Elizabeth(Burton) Teague and their children were: 1. Lloyd of Springfield who married May Tibbetts and had Howard, Le Roy, Merrill and Thelma. 2. Harold of Klamath Falls. 3. Carl of Eugene.
 3. Frank Williams of The Dalles was a stock and horse raiser who married Eleanor Fuller and had: 1. Alden, died single; 2. Kenneth of Los Angeles; 3. Merl of Baker; 4. Gertrude of Walla Walla and 5. Frances(Mrs. Lawrence Dennis)The Dalles.
 4. Jerry(Jay)of The Dalles was Wasco County Roadmaster and crewman married Myrtle Thompson.
 5. Harry Williams married Veva Johnson, daughter of George of The Dalles and they had Leighton, a truck driver who has Harry, Ellen and Dana. Harry farmed the Williams ranch for a time on 8 Mile.
 6. Lewis Williams married Josie Shortridge and had Vance of Medford.
 7. Clyde Williams of Yakima married Ella Davidson, sister of John of 8 Mile and their children were: Nettie; Goldie; Violet; Forest; Howard, all of Yakima and Cecil of Los Angeles.
 8. Kate(Mrs. Clarence Garrison)St. Helens who has Dorr Garrison of Richland, Wash.
 9. Hester(Mrs. John Harris)Ontario. Mr. Harris was born in Mo.(1849)son of Wm. and Sarah(Beaver)Harris 1865 emigrants of The Dalles who farmed the W.J. Harriman place on 8 Mile in 1895, sold to Harriman and went to Macy, Wash. The John Harris children of 8 Mile were: Fred and John Harris who were killed while working on The Dalles-Celilo canal; Cora, Willard, Letha and Martha of Ontario, Oregon and Berley who died single.
 10. Hazel(Mrs. Charlie Creighton)The Dalles who have sons Hugh and Clair of The Dalles.
 11. Iva(Mrs. Andrew Dufur)Santa Rosa, Calif. who has Mildred Moon of Santa Rosa and Elizabeth Rich of San Mateo, Calif.
 12. Clara Williams of The Dalles who furnished this very fine Williams biography.
 13. Nellie(Mrs. Wes Harris) of The Dalles who had Willard; Beatrice; Frances and Bud Harris of The Dalles.
 14. Ida(Mrs. John Bradley)Boyd and Levensworth, Wash. who had Nellie; Jay; Veva; Jesse; Ava and Vera all of Levensworth, Washington.

Joseph C. Wingfield

J. C. Wingfield was born at Molalla(1848)son of Joseph and Hannah(Knapp)Wingfield, 1846 covered wagon pioneers from Virginia. They came to The Dalles in 1865 where he operated a pack train from from there and from Umatilla to the Bear Gulch mines in Montana. The moved to 8 Mile in 1883 on what we now call the J.A. Davidson place above Endersby where they stayed until retirement to the McNeal place in Thompson Addition to The Dalles. Mrs. Wingfield was Alice Ramsby the daughter of Maxwell and Eliza(Smith)Ramsby, 1846 pack train emigrants and Mr. Ramsby was an 1848 Cayuse Indian War veteran under Nathan Olney, who took retaliation measures against the Cayuse Indians at Walla Walla for the massacre of Dr. Marcus Whitman and 9 other members of his mission in 1847. The Wingfield children are listed on page 223 under Thompson Addition. Iva Wingfield(Mrs. Arthur Smith)of The Dalles is the only remaining member of the family in Wasco county. Mr. Smith works on the Port of The Dalles docks.

Schools

The educational area of 8 Mile was divided into the lower 8 Mile area, the Endersby or center district and the upper 8 Mile district, all of whom transport to Dalles schools now. The Endersby Sunday School Union and 8 Mile Grange were the only organizations, neither very strongly supported.

WASCO

The old post office of Wasco, better known in pioneer days as the 12 Mile House, just below Dufur, at the foot of Long Hollow on The Dalles to Canyon City stage road; was listed in postal records as being established August 28, 1868 with Willima Gilliam the only postmaster. The office operated only 6 years and was closed June 3, 1872. The Portland directory, in the Portland library for 1873 lists the office of Wasco as being 12 miles southeast of The Dalles and postal records say the office was 2 miles north of Dufur. These two descriptions place it at the 12 Mile Ranch(House)at the foot of Long Hollow on The Dalles to Canyon City stage and freight line.

We have been unable to locate a witness with "personal knowledge" about this old post office which existed 80 years ago for such a short period. However Carson C. Masiker, in his History of 15 Mile Creek Valley of 1927 wrote, "Next above Boyd was the Frank Asbury place(1860), later occupied by William Gilliam and still later known as the Tom Angell place, until the Angells moved to 8 Mile. It was also known as the Lester Peter Pratt place and Pratt kept the 12 Mile House there on The Dalles to Canyon City road up Long Hollow."

The 12 Mile House was widely known as an important stage and freight wagon stop between 1860 and the death of Mr. Pratt in 1884 or more than 20 years. It was the first stage stop out of The Dalles where a meal could be bought, a bed had for the night and horses could be fed and cared for or wagons repaired at the blacksmith shop.

Edward Limmeroth, Dufur Historian whose scrapbooks in the Dufur library are liberally quoted in this history, has the following interesting account about the old 12 Mile House:

"Lester Peter Pratt died in the blizzard of 1884 when there was 5 feet of snow on the ground. They couldn't take the body to the cemetery so they temporarily buried it in the snow, where it froze in perfect preservation and where it remained until spring until they could get to the cemetery for proper burial. The old Pratt stage station had an Inn or house where meals and a bed could be had, a livery barn for the horses and a blacksmith shop where wagons could be repaired or horses shod. The Pratts came to the Pratt stage station in 1876. His son Benjamin Franklin Pratt was born in 1863 and died in 1928 as a cattleman of Nansene; his son Earnest, born at Nansene in 1896, now lives on the old Pratt ranch above Nansene. Mae Pratt(Mrs. Henry Hooper)lives in Portland. Martha Pratt, daughter of Lester Peter Pratt, married Lee Bolton(1877)and died in The Dalles(1946)at 87. I(Ed.Limmeroth)was born(1874)in Portlandand came to Wasco county in 1876. I am the son of Paul Limmeroth of Nansene. Ben Pratt's brother was killed by the Indians in the 1870's. They changed horses on the stages at Pratt's Stage Station and kept and fed stage horses there. He also fed freight horses and kept teams for travelers and made repairs on wagons and shod horses."

Edna Swett(Mrs. E.R. Tidwell)whose family occupies and farms the 12 Mile Ranch now(1953) says:

"I am the daughter of Charles Swett of Boyd and we have been on the 12 Mile Ranch for 16 years. The old corrals for the stage and freight wagon horses used to be just above the ranch house here and next to the old Inn which was a big house with many rooms. The old Inn and post office of Wasco was destroyed by fire about 1929 and old timers say the fire was caused by the explosion of a still which was operated under the old post office in prohibition days and before we came on the ranch. I am very much interested in the history of this old post office and stage station and will examine our abstracts for further names and dates of owners. It pleases me very much to know that someone is interested in these important historical matters and I will do all I can to help."

Jess M. Gray, the last known and sole surviving stage coach driver still living in Wasco County at Mosier and who drove intermittently from The Dalles to Shaniko between 1898 and the completion of the Shaniko railroad says, "I have heard old timers mention the old post office of Wasco but I did not know exactly where it was located and never connected it with the 12 Mile House and stage station at which we used to stop at when I drove The Dalles to Bakeoven and Dalles to Shaniko sections of The Dalles to Prineville, Shaniko, Antelope and Mitchell stages. By 1898 Boyd was the main stage stop and post office. Dufur was served by The Dalles to Wapinitia stage line which I later drove on after the Shaniko line was discontinued."

Mrs. B.H. Haynes(see biography on page 291)says, "While I did not know where the old post office of Wasco was located I have heard my family(the Wilsons)speak of it. We were very familiar with the old 12 Mile House stage and freight wagon station."

Dufur Established in 1878

Since the old post office of Wasco was discontinued in 1872 and the Dufur office was not opened until 1878 we had wondered how the people got their mail during that 6 year period between 1872 and 1878? A close examination of the Edward Limmeroth scrapbooks, in the Dufur Library, as we have quoted on page 308, revealed, "that in 1878 when Chauncy A. Williams established his store in Dufur there was no post office;--the mail being brought out to the 15 Mile House from The Dalles where it was distributed to neighbors."

The above quotation meant it was brought out to the 12 Mile House by The Dalles to Canyon City stage and from there the 2 miles to the 15 Mile House where neighbors of the upper creek called for it. Those on the lower creek called at the 12 Mile House. In reality BOTH of those pioneer Inns or early hotels were "unofficial post offices!" The 12 Mile House was an "unofficial post office after it was officially closed in 1872"; and Dufur's 15 Mile House "was an unofficial post office for several years" until Mr. Williams was officially appointed postmaster in 1878 and the office formally established as Dufur that same year.

The charter of the Ramsay Grange shows the first members claimed The Dalles as their postal address, before Dufur was established, according to Harvey Slusher who examined the charter. We thirst for more information about this old post office of Wasco and 12 Mile Stage station.

NANSENE

The post office of Nansene was established May 17, 1880, 5 miles up Long Hollow from the old post office of Wasco or the 12 Mile House, and closed October 14, 1904. The post office department records show Wm. O. Adams was the first postmaster and this is confirmed by Edward Limmeroth who settled on the Dry Creek fork of Long Hollow with his father Paul in 1876. He said, "Hewett Ring may have officially been credited with being the second postmaster but his wife Cora always handled the mail. The next postmaster was Annie Brannan. "Pretty Dick" Braden drove for years on The Dalles to Prineville stage and we kids at the Nansene school had great admiration for his good looks. He married (about 1880) Josephene Hewett, the daughter of Frank Houett the keeper of the 8 Mile saloon and stage stop where the old freighters used to put up for the night. His other daughter Ollie married Tom Fargher. We always got our mail at Nansene."

The Nansene or Butler school has since been torn down. The Nansene Farmers Union Hall is about 3 miles south of the old Nansene post office and stage station which is now owned by George and Frank Bourland of Dufur and Henry Bush, secretary of the Wasco County Farmers Union operates the ranch for the Bourlands. NANSENE is the Indian word for 15 Mile creek. The Long Hollow grade is an "easy water grade" all the way from 15 Mile creek to the top of Tygh Ridge, a distance of 13 miles. The 5 mile drop from the ridge down to Sherars Bridge was steep.

Hewett Ring

The biography of the Hewett Ring family in the History of Central Oregon says, "Hewett Ring, in 1875 operated the well known stage station at Nansene where he demonstrated himself as a genial and capable host to the travelling public and his place was well known and greatly appreciated. In addition he owns a fine farm. He was born in Mo. (1850) son of Thomas and Margaret (Hewett) Ring and came across the plains in 1852 settling in the Willamette Valley. At 18 he went to the gold mines at Canyon City and married (1877) Amanda Montgomery. In 1875 he filed on his homestead at Nansene post office and later (1882) he bought the John Adams estate. Nansene has been a stage station and post office since 1874. Mrs. Ring was the postmaster. Five children were born to the Rings: Winifred; Cora (Mrs. George Sternweis) Nansene; Caledonia (Mrs. Wm. Taylor) Dufur; Lela (Mrs. Paul Maxwell) of Yamhill county and Maude. The Taylor children are Helen and Malcolm (1904)."

Thomas A. Ward

The biography of Thomas A. Ward, in the History of Central Oregon says, "Thomas A. Ward was born in Wisconsin (1848) son of John H. - a California and Virginia City, Nev. miner. In 1864 Thomas A. Ward took land at Cross Hollow (Shaniko) where he became the stage station operator for Henry H. Wheeler, owner of The Dalles to Canyon City stage line. Jim Clark of Burnt Ranch stage station built the 16 room Inn or hotel at Cross Hollows for Tom Ward. They operated the Cross Hollows post office and a small store in one of the rooms of that Inn. Tom Ward turned the management of the store and stage station over to his wife and drove stage for 12 years between The Dalles and Cross Hollows (1864-1876). Then he became the operator of the Long Hollow (Nansene) Stage station from 1876 to 1884 when he came to The Dalles and went into the hotel business and the Ward & Robertson Livery stable, located where the auditorium is now at 4th and Federal. He married at Spanish Gulch Mines in Grant County (1878) Mary L. Kerns the daughter of Wm. Kerns, and 1852 pioneer emigrant to the Mt. Tabor district (Kern Park area). Their children were: Elmer and Lulu Ward, single of The Dalles and Rex Ward, popular Dalles accountant for the Wasco Mill and Great Southern railroad who married Maude Coleman and has son Tom of The Dalles who was Company Clerk for The Dalles Co. H. during the 4 year south sea island campaign against the Japs. Rex Ward of The Dalles was born at Nansene while his father operated the Inn and stage station.

The Ward biography shows Tom Ward the operator of Nansene stage station and Inn from 1876 to 1884, a period of 8 years. The post office department records show Wm. O. Adams as the first postmaster, which indicates the post office was kept in the Adams home. There appears to be several errors in the Hewett Ring biography, "the date 1875" should probably read, "in 1885 he operated the well known stage station of Nansene." Nansene was not a post office until May 17, 1880 although it was a stage station before that. Tom Ward was never the postmaster as he had his hands full operating the station and blacksmith shop and other business of that kind without bothering with a post office that offered no pay.

Early Settlers

The Dalles directory of 1898 lists the following settlers at Nansene:

W.O. Adams, John Anderson, D., W.F. & Sherman Baker, Tim Brownhill, Melissa Broyles, Eban P. Butler, M. Butler, Omar Butler, Polk Butler, Roy Butler, W.H. Butler, J.A. Campbell, Fritz Clausen, C.E. Conkling, C. Cooper, E.L. Craft, C.H. & A.M. Crain, W.D. Cunningham, John Decker, J.L. Easton, John Elliott, Horatio Fargher, H. Gardner, C.A.S. Grazer, W.E. Gilhausen, C.H. & John Hadley, W.L. Harrington, A.W. Harris, Tom Harris, R. Harris, Wm. Hastings, Frank Hathaway, Bert, Joe and W.R. Haynes, A. Holt, M.W. Houser, A. Hyre, Elmer James, U.S. & O. Jones, F.G. Keller, James L. Kelley, Joe D. Kelley, F.F. Kirkham, Paulis, Edward and Albert Limmeroth, A.R. Logan, Dennis McCauley, J.W. McConnell, H. & J.H. McCoy, P.J. McGrail, Scott McKellar, J.W. Mae, A.F. Martin, J.C. Marvin, H.E., H.P., James and Elvira Moore, J. Murray, Wm. H. Neabeck, Chas. Nicholson, Antone Newtrey, Lewis Omeg, Hayden O'Neal, Joe & Tom Ramus, Alex Rees, Peter Reesch, George Rice, Albert S. Roberts, Ball Robertson, G.W. Robertson, Peter Stroller, Chas Swain, Henry Thomas, Alfred Trudell, Martin Wahmann, F.M. Warner, Martin Waterman, Richard Westgard, George Willard, D.C. Wilson, Ed Wilson, J. J. Woolery, W. T. Wright, A. C. Younkin.

Chicken Springs

Chicken Springs, named for the many Prairie Chickens in the vicinity, was a freight wagon stop 5 miles above Nansene, operated by Mr. Earhart for a time and then by Bully Bolleau, according to John Conroy of Tygh. It was on the Tom Jones place and is now owned by the George Hillgen family. It had an Inn where freighters could eat and sleep and put up their horses. It was a long hard pull up over the ridge from Sherars and that was the first water for horses, which made it so popular, on the ridge.

KEEN

The official records of the post office department show that the post office of Keen operated from April 14, 1911 to March 31, 1912 with Owen Jones, postmaster. It was located on the Owen Jones ranch 7 miles south(up Long Hollow)from Nansene. We interviewed Mrs. George Hillgen, closest neighbor of the Jones family and she said, "Owen Jones may have been authorized to operate a post office at his ranch in 1911 and 12, but if so, he handled no mail and to my knowledge he or Mrs. Jones never sold a stamp. We were the closest neighbors to the Jones and Mrs. Jones and I were as intimate as sisters, and if anyone would have ever got mail from the post office of Keen or bought stamps from such an office, it would have been me and I never did."

This statement by Mrs. Hillgen clearly indicates that the post office of Keen was never active. Many small rural post offices, in the history of Wasco county and the state of Oregon, never became active post offices. Some, like Keen, never opened, and for that reason their locations have never been established. Others only operated for a year or so and were closed so long ago that no one remembers where they were. Mrs. Hillgen suggested the reason for the selection of the name Keen was "because it was a Keen place for a post office" and remembered Mrs. Jones saying so at one time.

Owen Jones

The History of Central Oregon says, "Owen Jones was a 2200 acre farmer of Tygh Ridge; was born in Wales(1869)son of Robert and Sarah Jones and came to the U.S. in 1888, later settling at Keen where he married Sophia Roth. There were no children."

Polk Butler

Polk Butler, farmer 2 mile south of Nansene, was born in Indiana(1845)son of Issac and Anna L.(Jones) Butler. Issac died in Illinois in 1875 and his mother was living there in 1905. Polk was a brother of Daniel and Jonathan of Tygh. He was educated in Indiana and worked on his fathers farm and went to Ill. at 18. He married(1863)Dell Coy, daughter of Hiram and Phoebe(Mundenhall)Coy and came to Nansene in 1879 where he homesteaded and bought. Their children were:

1. Maude(Mrs. Ed Griffin)The Dalles who had sons Pete and Forest of Portland and daughters Lois and Maud.
2. Omar Butler, a minister.
3. Rey Butler, postmaster and store merchant of Boyd who married Ethel Southern and had Agnes.
4. Dick Butler of Boyd whose children are all in California.

Isiah Butler

Was born in Ohio(1835), brother of Polk, Dan and Jonathan, son of Issac and Anna L.(Jones)Butler farmed at Kingsley where he settled in 1877. He married Emeline Riggs the daughter of David and Elizabeth(Smith)Riggs of Mo. and their children were Clyde of Portland who married Minnie Wilson and Stella.

Jonathan Butler

Jonathan Butler of Tygh and Nansene, son of Issac and Anna L.(Jones)Butler came west to the gold mines of California in 1849 by ox-team with his brother Daniel W. Butler of The Dalles, Dufur and Tygh where they mined together, later mining on the Rogue river in southern Oregon. In 1879 he moved to his place in Jonathan Butler canyon at Tygh, down which The Dalles-California highway follows; later moving to Nansene where he died. He married Mary Foster, 1849 emigrant to the Rogue River Valley. Children:

1. Ralph Butler, single, Nansene farmer on the home place.
2. Wm. H. Butler of Baker, Oregon.
3. Robert L. Butler, single.
4. Eben P. Butler of Nansene who married Alice Wilson.
5. Myron Butler of Nansene married Vene Moore and had: Chas of Calif.; Hazel(Mrs. Clarence Gardner) The Dalles; and Ivan Butler married Magdalena Wolfe, live at North Bend, Ore. and whose only son Shirley was killed in Germany in 1948.
6. Lenore(Mrs. Avisson Haynes) Dufur who had: Grace Ostrange of The Dalles; Merl married Grace Taylor; Ray married Maud Allen and lived in Dufur; Frank of Dufur; Ted of Corvallis and Mildred.
7. Nellie(Mrs. Walter Jones)Rogue River, Oregon.

William Hastings

William Hastings of Center Ridge was a stock and wheat farmer of that area and a pioneer freighter between The Dalles and Prineville. He was born in Scotland(1851)and migrated to San Francisco in 1879. He first settled in Jap Hollow in 1891 later moving to Center Ridge. He married Agnes Nelson, daughter of James and Elizabeth(McCan)Nelson and they had the following 6 children:

1. Bessie(Mrs. Logan Harter)of California.
2. Wm. Hastings, farmer of Boyd, married Grace Greenlee and have Robert of Yakima and Bernice of Portland.
3. Margaret(Mrs. Lloyd Bolton)The Dalles has: Enid of The Dalles; 2. Hazel(Mrs. Fred Miller)Boyd; 3. Veda (Mrs. Everett Sexton)Cor de Alene, Idaho.
4. Agnes(Mrs. Willard Adkisson)Prineville.
5. George Hastings of The Dalles married Edith Myers and have 1. Earl of Boyd and Dale of Boyd.
6. Norman Hastings married Helen Toby, daughter of Walter Toby of Dufur and their children are:
 1. Janet(Mrs. Grant Bolton)The Dalles.
 2. Ruth(Mrs. Jess Willette)Granger, Wash.
 3. Wallace Hastings married Cleo Bedington and lives at Fullerton, Calif.
 4. Elsie, single, lives in Seattle.

The Walter Toby family came to Dufur in 1908 from Yakima where they migrated to in 1891. He married Elsie Stayton of Wisconsin and besides Helen(Mrs. Norman Hastings) they had 2. Otis Toby, single of Wyoming; 3. Lawrence Toby who married Dorothy Taylor and lived at Dufur; 4. Rex Toby of Portland. The Lawrence Toby family of Dufur have a daughter Jane and a son Verlyn.

It is always a pleasure to record the history of our pioneer families and especially those who faced the weather as freighters, pack trainmen, stage coach drivers or covered wagon "builders of the west."

KINGSLEY

The post office of Kingsley, 7 miles south of Dufur on the old Dalles to Wapinitia stage and freight road, was established January 24, 1878, as one of the 4 original post offices on that stage line, which was established that spring to serve Dufur, Kingsley, Tygh and Wapinitia. The first postmaster was Robert Kelley who operated the post office in his store at Kingsley. At the time the petition for the post office and mail service was submitted to Elizabeth Wilson, postmaster at The Dalles and mother of Judge Fred W. Wilson, no name had yet been selected for the office and she was asked what name she would suggest? She had just finished reading the book *Westward Ho*, by Chas. Kingsley the British author, and she suggested the name KINGSLEY, which was agreeable to everyone and which recieved the approval of the post office department.

The next postmaster was George Baxter and he operated the office in his store at Kingsley. He was followed by James Ward, who had the office in his store and when he sold to Theodore Buskuhl the latter gentelman became postmaster in 1902 and remained in charge of the office to 1912 when his brother Otto Buskuhl held the postmastership to 1917, when the store was sold to Ralph Robinson. Mr. Robinson only had the store about 2 years when it burned to the ground and destroyed the post office. He designated Anna (Mrs. Adolph Nys) to act as postmaster in his place and to handle the mail in the Kingsley Hotel. The report of the post office inspector recommended the office be discontinued and it was closed November 30, 1920. The Dalles to Wapinitia stage line had been suspended, when their contract ran out in 1914. The Kingsley post office was served by a locked pouch handled by Route 1, Dufur, from 1914 to 1920.

The extension of the Great Southern railroad into Friend in 1913 and the abandonment of The Dalles to Wapinitia stage line in 1914 were the two blows that "staggered" Kingsley. The "knock-out punch" came when The Dalles-California highway by-passed the little town in 1924. At its height from 1800 to 1910 Kingsley boasted the Kingsley Hotel, a blacksmith shop, a town meeting and dance hall, a Farmers Union, a church, the Jim Ward and Emerson Williams stores on the west side of the road and the Earnest Mayhew-Adolph Nye hotel on the east side of the road or main street. A livery stable, gallon house and school completed the picture, which, together with the dwellings, barns and outbuildings made up the little town of Kingsley. Kingsley, Dufur, Nansene, Boyd, Mosier, Tygh, Shaniko and Antelope were all about the same size little towns in those pre-automobile days. A platt of the town was filed May 16, 1893.

Otto Buskuhl

This history of Kingsley was furnished by Otto Buskuhl, postmaster and merchant of both Kingsley and Friend. He was born at Buckskin, Indiana (1891) son of Herman and Mary (Fritz) Buskuhl. He came to the Kingsley-Friend area in 1902 where he lived until 1946 when he moved to Portland. He married Adeline Strauss and has Elmer Buskuhl of The Dalles and Evelyn, William, Paul and Carl of Portland.

Clyde Butler of Portland, son of Isiah of Kingsley says, "I came to Kingsley in 1877 and my father got their mail at the Hugh Gourley ranch before Robert Kelley built the post office and store at Kingsley. I am 82 years old." If they got their mail at the Hugh Gourley ranch in 1877, how was the mail delivered to that ranch? or did Mr. Gourley go to The Dalles for the mail for himself and neighbors?

Harry Whitten, who came to Kingsley in 1884, tho Emerson Williams and W.L. Smith were postmasters along with those mentioned above.

Jim Thrall, the old auctioneer, is listed in The Dalles directory of 1898 as a grocer of Kingsley. He was also widely known as a good gambler at cards, ran the gallon house and was an auctioneer of Wasco county for more than 40 years.

Early Settlers- 1883

The Dalles directory of 1883 lists the following pioneer settlers of Kingsley area:

Tom Adams, F.M. Amen, H.M. Baxter, Pat Bolton, E.L. Boynton, Sam Brookhouse, John Brown, John Cary, J.W. Cox, George Couter, S.W. Emerson, Chas Davis, James Fitzgerald, Hugh Gourlay, P. Gorman, Charles Green, J.H. Hagan, Henry Hillgen, J.A. Hinkle, John Marks, Alexander McLeod, M.K. McLeod, W.R. Menefee, W.R. Morris, Issac Patenaude, H. Raster, T.J. Richardson, J.M. Roth, R. Rondeau, Alex Scott, Harvey Smith, Mary Weigand, J.W. Wooden, G.R. Frank, Tom Haskins, D. Haskins.

1898 Settlers

The Dalles directory of 1898 lists the following pioneer settlers of the Kingsley area:

Enoch Anderson, James Ball, Acte Barrett, Ed Barton, L. Battig, George Baxter and Mrs. Hugh Baxter, general merchandise; John Bolton, Pat Bolton, J.D. & M.H. Bowman, Charlie and E.L. Boynton, hotel and livery stable; B.C. Brown, Chas Bulley, Fred Buskuhl, Daniel Clyde Butler, D. Caldwell, Mike Callahan, Clark, Jude and M. Campbell, John Carey, Walt and Bill Clark, J.S. Corson, Wm., John and James Cox, Hesekeah Davis, Lame and Polly Davis, Joe Denny, J.W. Dixon, James and John Donaldson, Pat Dorris, Jasper Ensley, James Fitzgerald, Chas Fraley, George J. Friend, blacksmith and founder of the town of Friend; Frank Gillespie, Jack, M.M., and Tom W. Glavey, J.L. Gordon, Pat Gorman, Chas. Green, Ezra Hanson, J.W. Hayek, Walt Henderson, R. Henson, Henry and Fred Hillgen, John Hix, Robert & G.W. Jordan, James Kelley, Adolph Kober, carpenter; Lottie Koontz, Mary Lewis, Frank Leiblne, John Lowe, J.H. McCowan, John McDonnell, George, M.K. and Alex McLeod, Nick and John Marx, Henry, Joe, Tim, J. & E Matthews, Frank Mitchell, Hugh Morehead, T.F. Morris, R.D. Morrison, Seraphine Mace, Wm. H. Neabeck, Joe and Mike Neely, Issac Patenaude, Oliver Potwein, A.L. Pugh, Herman Raster, Tom Riddell, Leon and Remi Rondeau, John Roth, O.H. Russel, Matthew Thorburn, made famous by Benj. A. Gifford in the photograph, "The Shepherd of the Hills"; J.C. Thrall, grocer; Trudell & Dennis; Emma Ward, teacher; Frank Ward, J.C. Ward, general merchandise; Pat Ward, Susie Ward, teacher; John Whitten, E.P. Williams, Tom Williams, J.K. Wood.

The Dalles directory of 1910 merely says the population of Kingsley was 50; that it was settled in 1870; sustains a Catholic church with Rev. Father Cantral, pastor; Theodore Buskuhl, postmaster; George Friend, blacksmith; N.H. Goetjen, saloon and Adolph Nys, hotel; Buskuhl Brothers, general merchandise; 23 miles south of The Dalles; 8 miles south of Dufur its banking and express point.

Patrick Bolton

Patrick Bolton, stockman of Kingsley and brother of John, was born in Ireland and came to Kingsley about 1879. He married Bregetta O'Neill and their children were:

1. Henry Bolton married Lena Buskuhl, farmed at Kingsley; and their children were:
 1. Maurice Bolton, Dalles car salesman who married Georgia Merrifield.
 2. Mildred Bolton became a Sister of Maryhurst.
 3. Raymond Bolton, died single.
 4. Leonard Bolton lives at Denver, Colo.
2. Nellie(Mrs. Athel V. Fraley)Kingsley farmers; have
 1. Grace(Mrs. Stanley Fargher)Vancouver, Wash. farmers; have Wm., Buddy and Patricia.
 2. Buluah(Mrs. Allen McLain)Dufur farmers who have Mary.
 3. Helen(Mrs. Tom Ward)Dalles Feed Store; have Karen.
 4. Maxine(Mrs. Fred Ashley)Tygh farmers.
3. Annie A. Bolton(Mrs. Michael Glavey)Kingsley farmers; biography under Glaveys.
4. Wm. Bolton went to Sunnyside, Wash.
5. John Bolton, single, Kingsley.
6. Edward Bolton married Margaret Cramer and went to Portland.--Biography by Tom Glavey, The Dalles.

Charles Fraley

Charles Fraley, farmer of Kingsley, was born(1849)in Iowa the son of Dan and Jincey(Goslin)Fraley. He was left an orphan at 8 and educated in Indiana. In 1889 he came to Kingsley and bought $\frac{1}{2}$ section. He married(1871)Margaret Pugh, daughter of Andrew and Christina(Wolf)Pugh and sister of James, Jacob, and Archibald of Kingsley. Their children were:

1. Athel V. Fraley, Dufur farmer, married Nellie Bolton and had:
 1. Grace(Mrs. Stanley Fargher)Vancouver who have Wm., Buddy and Patricia.
 2. Buluah(Mrs. Allen McLain)Dufur farmers who have Mary.
 3. Helen(Mrs. Bob Sanders)The Dalles cherry orchardist who have Helen and Marietta.
 4. Ethel(Mrs. Tom Ward)Hughes Feed store The Dalles who have Karen.
 5. Maxine(Mrs. Fred Ashley)Tygh farmers.
2. John Fraley, The Dalles married Lillie Norval and have:
 1. Athel Elden Fraley of The Dalles who has Clarice and Eldene.
 2. Verl Fraley, surveyor of The Dalles.
 3. Lyle Fraley, The Dalles Tie Plant who married Ruth Elton and have Lylene and Larry.
 4. John Fraley, veteran of World War 1, died at Fort Lewis in 1917.
3. Nellie(Mrs. Earnest Mayhew)Woodburn, Oregon.
4. Nannie(Mrs. Frank French)Portland, Oregon.
5. Ellen(Mrs. Emery Longmire)Sacramento, Calif.
6. May(Mrs. Frank Seufert)Portland has son Robert of Portland.
7. Stella, died single.---Biography by John Fraley of The Dalles.

Michael M. Glavey

The Glavey Brothers, Michael, John and Tom, were stockmen on a 1500 acre ranch 5 miles south of Dufur, in the Kingsley area. John of Dufur was single but Michael married Anna Bolton, daughter of Patrick and Briget(O'Neil)Bolton(see biography above). Michael was born in St. Louis(1863)son of Tom and Honor(Welch)Glavey. He came to Portland in 1875 and to Kingsley in 1876. Their children were:

1. Irene(Mrs. L.T. Chambers)The Dalles.
2. William Glavey, died single.
3. Thomas Glavey, single, The Dalles.
4. Marie Glavey, The Dalles.
5. James married Edna Howell and have Frances and Aileen, all of The Dalles.
6. Delbert married Marie Kaser and have Nadine and Michael, all of Portland.--Biography by Tom Glavey.

Wilbur Hendricks

Wilbur Hendricks, farmer of Kingsley, married Nellie Bolton and their children were:

1. Leland Hendricks, Kingsley farmer married Anne Brookhouse and had Donna Lee and Wilbur.
2. Lester Hendricks, Kingsley farmer married Mildred Haight and had Gerald, Hollis, Marietta, Arleen and James. Their place is at the head of Tygh grade on The Dalles-California highway.
3. Cecil(Mrs. Harry Hix)Friend have Harriett(Mrs. Lester DePriest)Friend.
4. Helen(Mrs. Angus McLeod)Dufur had Janett(Mrs. Wes Lindley)Tampa, Florida.--Biography by Olive McLeod.

Walter Henderson

Walter Henderson, Kingsley farmer, was born in Washington Co. Oregon(1862)son Aaron and Sarah(Butts)Henderson 1854 emigrants to Portland. They homesteaded at Kingsley in 1880. He married Alice Brown the daughter of John and Catherine(Higgins)Brown. They lived on what is now the Jim McCown place. Their children were: Perry of Madras; John, Mary, Arthur, Rena, Lillie, Arlie, Louis, Wm. and Orville.

Wm. A. Hunter

Wm. A. Hunter was a 1000 acre stock and wheat farmer of Kingsley; was born in Ontario, Canada 1869 son of Murdock and Ann(Finlayson)Hunter. He came to Kingsley about 1887 and married(1899)Gertrude Badger, daughter of George, a Portland architect and Sarah(Raymond)Badger. They had no children. Wm. A. Hunter was mayor of The Dalles during World War 1 and died in The Dalles. He was a brother of John, David, James, Margaret McLeod, Betsy McLeod and Catherine Longhurst.

Murdock K. McLeod

Murdock K. McLeod was born (1856) son of Aleck and Jesse McLeod of Koncardine, Ontario, Canada and who came from Scotland to Canada. They came with Murdock to Kingsley in 1882 where they homesteaded and bought and became wheat and stock farmers. Aleck and George McLeod, brothers, were already at Kingsley when Murdock came west. The children of Aleck and Jesse were:

1. Aleck McLeod, Kingsley farmer who married Ella Bassoni and had:
 1. Jesse (Mrs. Remi Rondeau) Kingsley farmers who had Remo Rondeau who farmed at Kingsley.
 2. Wm. McLeod married Ella Rhotts, farmed at Kingsley and had; L. Alec of Sherman county; 2. Thodisa (Mrs. Joe Irby) Arlington; 3. Wm. McLeod, Salem.
2. George McLeod farmer of Kingsley married Lillie Campbell and their children were:
 1. Stewart McLeod, bartender of The Dalles who married Louise Russel.
 2. Rena (Mrs. Harley Brown) Detroit, Michigan.
 3. Floyd McLeod married Ruby Sellick, lived at Maupin and had: 1. Jack McLeod, merchant of Maupin; 2. Marcia (Mrs. Steve Starcebach) Portland.
 4. Grace (Mrs. James Chalmers) Maupin.
 5. John McLeod, World War 1 veteran and graduate 1921 from The Dalles high school, died single.
3. Murdock McLeod, farmer of Kingsley, married Elizabeth Hunter, daughter of Murdock and Anne (Finally) Hunter of Scotland and Ontario, Canada and sister of Wm. A. Hunter, Dalles Mayor. Children:
 1. Jesse (Mrs. Claude Hendrix) Dufur farmers who had Veletha (Mrs. Walter Whitliff) The Dalles.
 2. Murdina (Mrs. Lawrence Rutherford) Criterion farmers who have 1. Elizabeth (Mrs. Arthur Appling) Friend farmers and 2. Harry Rutherford, Detroit, Oregon.
 3. Myrtle (Mrs. Walter Eklund) San Francisco.
 4. Bessie (Mrs. Newell Reese) Detroit, Michigan.
 5. Angus McLeod Dufur farmer and county commissioner married Helen Hendricks and had Janett (Mrs. Wes Lindley) Tampa, Florida.
 6. Olive McLeod, school teacher of The Dalles who lives with her mother now past 90 and who furnished this very fine biography on the McLeod family.
 7. Margaret (Mrs. Fred Mority) San Francisco.

Henry Mayhew

Henry Mayhew was a 400 acre grain and stock farmer 8 miles east of Kingsley who was born at Stony Point, Ontario, Canada (1863) son of Jacob and Lucy (Brunnett) Mayhew. He worked for the Canadian Pacific railroad at 19 as a contractor in British Columbia; then worked for the Northern Pacific railroad construction crews, logged and finally homesteaded at Kingsley where in 1895 he married Lulu Wildrick the daughter of Harvey and Jennie (Brown) Smith and had 1. Arthur, died single; 2. Wallace Mayhew who went to the Willamette valley and Shirley. --History Central Oregon.

Patrick Gorman

Patrick Gorman Kingsley farmer came to Chicago from Ireland in 1861 and homesteaded at Kingsley as early as 1876 with his wife Sarah (Brookhouse) Gorman until retirement to The Dalles in 1900. Children:

1. Mary (Mrs. Theodore J. Seufert) Canneryman and merchant of The Dalles (biography under Seufert).
2. Richard Gorman born at Kingsley 1878, went to school there and at Wasco Independent Academy of The Dalles and Mt. Angel; became a lawyer associated with Judge Bennett of The Dalles and was editor of both the Times-Mountaineer and The Dalles Chronicle; later went to Portland.

Wm. Morris

Wm. Morris, veteran of the Mexican War of 1846 and his wife Catherine (Fox) Morris came to Kingsley (from California) where they homesteaded in 1869 and where Wm. Morris died in 1882, his wife following him in 1902. They farmed 600 acres with their son Thomas, single, which included a 14 acre orchard!

Elzard Rondeau

Elzard Rondeau was a 1125 acre stock and wheat farmer of Kingsley, was born in Montreal, Canada and came to Kingsley in 1878 via train to San Francisco and steamer to Portland and The Dalles. Ch:

1. Leon Rondeau born at Montreal (1860) came to Kingsley with parents in 1878 and was credited with being able to shear 155 head of sheep per day by hand. He married (1889) Elizabeth Trouzin the daughter of Alexis and Amedile (Boucher) Trouzin of Montreal and their children were:
 1. Alexis of Longview, Wash. to married Teresa Schreiber).
 2. Cordelia, single of The Dalles.
 3. Alfred Rondeau of Condon married Helen Cushing and had Leon; William; both of Condon.
 4. Rosaline, single of The Dalles. 5. Donna, died single. 6. Justine (Sister Marian Barbara) Marylhurst.
2. Remi Rondeau 440 acre Kingsley farmer of 1872 was born in Montreal (1850) and married Jesse McLeod. In 1888 he suffered a stroke and was confined the rest of his life to a wheel chair, 20 years! Ch:
 1. Remo farmer of Kingsley had Charlotte (Mrs. Cliff Jackson) Walla Walla and Delmond Rondeau, an Oregon State policeman who was killed by the desperado Pinson near Hood River 2 years ago (1950). The rest of the children: Nellie, Minnie, Annie and Rose, died single of dyptheria.
 3. Joe Rondeau, Gervais, Oregon farmer married Sallie Sequin and had: 1. Urban of Woodville, Wn.
 2. Rose (Mrs. Ed Krauss) Aberdeen, Wash; 3. Earl of Gervais; 4. Lester of Toledo, Ore.
 4. Edward Rondeau, Gervais farmer, married Eugenia Thibideau. Their children were:
 1. Oliver Rondeau, farmer and salesman of The Dalles who married Maretta Anthony, daughter of E.J. Anthony of The Dalles and had Ruth and Robert; and they supplied this Rondeau biography.
 2. Arthur Rondeau, Portland, married Anna Johnson and have Delores.
 3. Albert Rondeau, foundryman of Portland married Marie Burns and have Michael.
 4. Delvina (Mrs. Vern Habert) Gervais; 5. Earnest died single; 6. Remi, died single.

5. Delia Rondeau (Mrs. Issac Pattenau) Kingsley farmers.
6. Celia (Mrs. Tom Williams) Kingsley farmers had:
 1. Chancy of White Salmon who has Linda; 2. Bertha Brown of Seattle; 3. Delia Calbreth of Portland; 4. Frank Williams of California.
7. Louisa (Mrs. Adelord Perrault) Kingsley farmers who had: 1. Felix Perrault, Toppnish policeman; 2. Sarah in California; 3. Fred of Toppnish 4. Remi of Toppnish and Bertha in California.

John M. Roth

John M. Roth was a 1000 acre stock and wheat farmers of Kingsley who was born in Germany (1838) son of Johann, a blacksmith, and Sophia (Kleenfaller) Roth who came to Wisconsin (1856) and rented until 1861 when he enlisted in Co. C. 11 Wisconsin Volunteers for the Civil War. He married (1864) Margaret Unsel of Germany and settled at Kingsley in 1875. Their children were:

1. Emma (Mrs. Horatio Fargher) Flanagan stockmen (biography under Flanagan).
2. Sophia (Mrs. Owen Jones) -- see under post office of KEEN.
3. John Roth, farmed the home place at Kingsley.
4. Ella Roth went to Sacramento; 5. Victor went to Chelan, Wash.; Lena and Wm. Carl last known in Wash.

Matthew Thorburn

Mathew Thorburn, the internationally famous "Shepherd of the Hills" who posed with his dogs and herd for Benj. A. Gifford in one of the most outstanding photographs of his collection; was born in Scotland, lived in Australia and New Zealand and was a "Graduate of the University of Hard Knocks" which included some very practical experience in the gold mines of California. He married Margaret Fay and they came to Kingsley in 1876 where they homesteaded and finally bought 1600 acres on which they raised sheep and wheat.

Matt Thorburn would have been just another forgotten pioneer sheepman had it not been for Benj. A. Gifford, internationally famous photographer of The Dalles who snapped a photo of Matt showing his two faithful and ever watchful sheep dogs, the band of sheep he was herding on his Kingsley ranch with its rolling hills in the background. The picture shows Matt with his long hair and unshaven beard reaching half way to his waist, his old slouch hat. He just couldn't have been dressed by a Hollywood expert to better portray his part as "The Shepherd of the Hills" with his grazing flock, a masterpiece in photography and posing perpetually preserved for our history as only those two masters of their art could do. The finest artist never produced a canvass equal to that pose.

Sheep raising was a very important industry in the early history of Wasco county and was at its climax at the turn of the century when Matt posed for Gifford and to have that important agricultural activity recorded in such an accurate and outstanding manner by a man who followed the occupation and not a professional actor, was a combination seldom produced in our history. As we have said elsewhere and repeat here for emphasis, we look to Hollywood or some other far off place for art and actors. Seldom do we recognize nor appreciate outstanding people, art or acting by our own friends and neighbors right here at home. We have been trained by our newspapers, schools, magazines and educators to look for "important events" somewhere just east of Timbuktu, and to forget that anything important ever has happened in our own back yard or ever could. This tendency on the part of our educators and publications is largely our own fault for not gathering these important things together, binding them in a volume and making it available to our students, teachers, libraries, schools, publications and other sources which thirst for our history.

We are proud of Matt Thorburn, the Shepherd of our Hills, graduate of the University of Hard Knocks, miner, seaman, farmer and one of the ourstanding men in the history of Wasco county. The photo of Matt Thorburn was obtained from Mrs. Ralph Gifford of Salem. His only son, Matt Thorburn was born at Kingsley (1879) and educated in the St. James college of Vancouver and graduate of Mt. Angel in 1897 and in 1904 married Frances Easton the daughter of John and Elizabeth (Limaroth) Easton of Easton Canyon above Boyd and their daughter lives in The Dalles.

John D. Whitten

John Whitten was born in Ireland (1845) son of John and Jane (Douglas) Whitten. He migrated to Philadelphia (1871) where he became a salesman. In 1884 he came to Kingsley where he bought a 320 acre place. In 1876 at Philadelphia he married Isabella Whitten, daughter of Thomas and Emily (Geary) Whitten of Ireland. Their children were:

1. Andrew Whitten who married Jewell Knight and lived in Portland.
2. John Whitten, single who farmed at Kingsley and died in 1925.
3. Edith (Mrs. Eric Hermanson) who lived in the Dufur area.
4. Harry Whitten, Dufur farmer, married Sula Fargher and they had:
 1. Dorothy (Mrs. R.G. DePriest) who had Jane and John.
 2. Kathleen (Mrs. D.C. Jones); Rev. Jones is a Christian minister.

-- Biography from History of Central Oregon corrected by Whitten family.

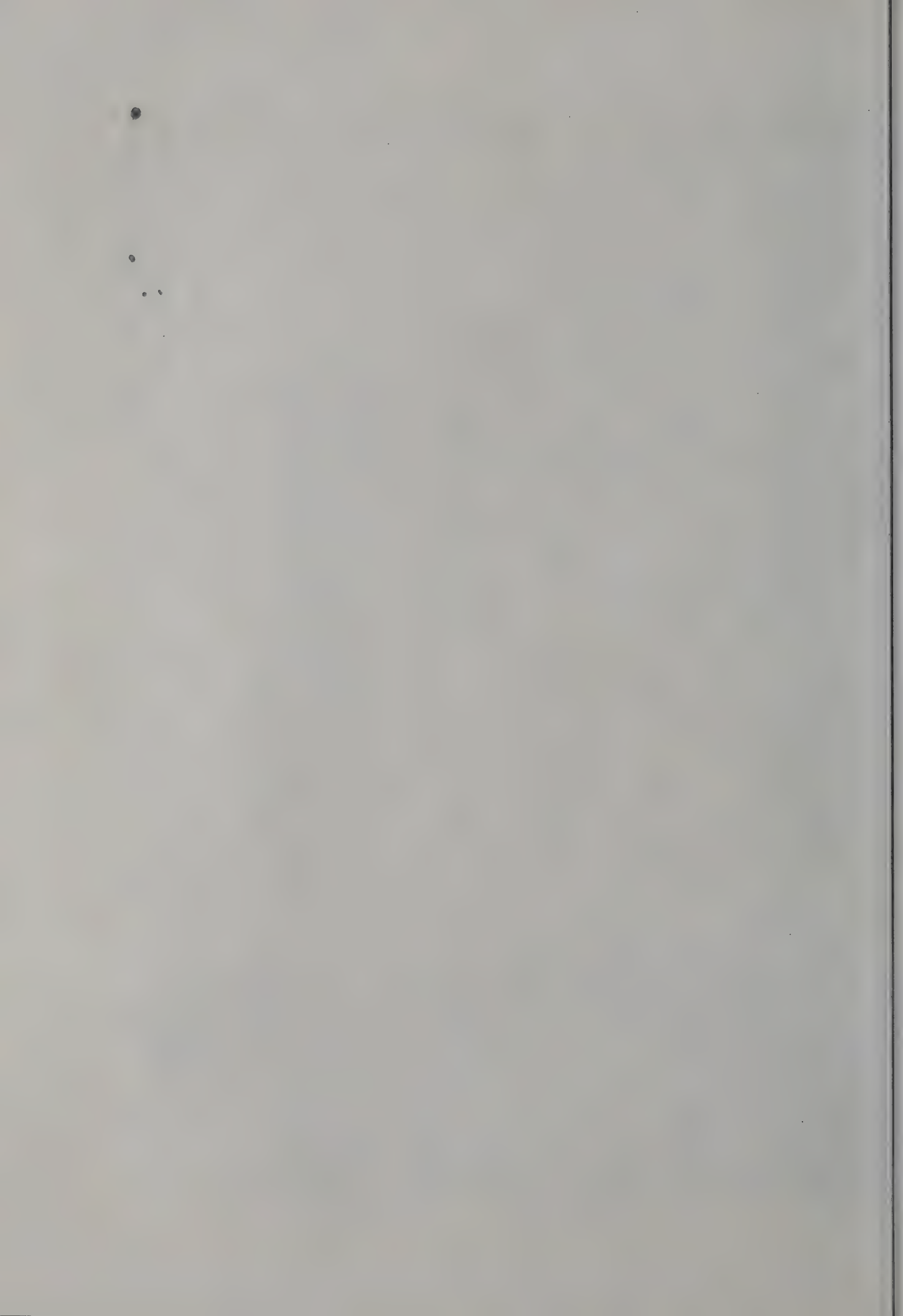
Frank Leiblein (1847-1918)

Frank Leiblein homesteaded in the Kingsley-Friend area in 1877. He was born in Germany (1847) and migrated to California in 1889 before settling on his homestead and later operated a store at Dufur, after he retired from farm activities. In 1889 he married Clara Walton and they had a daughter Mrs. Conrad Ereckson of Dufur; a son Frank of Friend and a son Edward of Dufur and The Dalles.

-- History of Central Oregon with modern corrections.

The TYPICAL SHEEPHERDER, one of the most outstanding photographs taken by B.A. Gifford, internationally famous Dalles photographer of 1900; showing Matt Thorburn of Kingsley tending his flock. Mr. Thorburn was educated in St. James College of Vancouver, the Armstrong Business College of Portland and a graduate of Mt. Angel.





FRIEND

The platt of the town of Friend was filed December 19, 1912 by the Great Southern Land Co. and signed by John Heimrich, president and George Joseph, secretary and the next spring the Great Southern railroad was extended from Dufur to Friend. The Great Southern Land Co. constructed a sawmill at Friend which ran to capacity during World War 1 and provided good income for the railroad; and it was during World War 1 days that Friend was at its peak in growth and activity. It boasted a Chamber of Commerce, a Grange, a Farm Bureau, a Methodist church, 2 stores, a blacksmith shop, school, livery stable, post office, 2 sawmills, a nice railroad depot and shops.

However Friend became a post office February 28, 1903 with Theodore Buskuhl the first postmaster and the mail was carried the 4 miles over from Kingsley by horse and buggy, saddle horse and sometimes by bicycle. It now receives a daily call by The Dalles to Bend panel delivery contractor. It was served by the Great Southern railroad from 1913 to 1928.

The town was named after George Friend, a farmer of that area who came to Kingsley with Fred Buskuhl about 1898. He was originally from Indiana and had went to Tacoma in 1889 where he operated a blacksmith shop. He moved to The Dalles as a blacksmith and one day some farmers from Kingsley was in his Dalles shop to get some work done and told him there was no blacksmith at Kingsley, that there was work enough there for a good blacksmith and would like for him to come out and start a shop. Mr. Friend thought the matter over a few days, then went out and had a look at Kingsley, decided he liked the place and the people and took steps to build a shop.

He went over the the Fraley mill, near Friend, to get his lumber and some of the young men in Kingsley suggested to him that since he was actually going to build a right sizer little shop building, that they would all pitch in and help him build the building, provided, he would make it a 2-story building so they could have a meeting hall and dance hall above the shop? Mr. Friend was a public spirited man and immediately warmed up to the suggestion, got a little more lumber, which was cheap, and everybody in Kingsley pitched in and built the shop and meeting hall almost overnight! Kingsley got a right nice little "town hall" free for nothing and Mr. Friend got a nice large blacksmith shop for only the cost of a little lumber. Everybody was greatly pleased and the word soon passed around as to how George Friend had helped the town get a community hall and George always enjoyed all the blacksmith business he could handle and probably made more friends, in a shorter time, than anyone else has ever done before or since! The meeting hall was used as long as Kingsley existed. Kingsley, Nansene, Dufur, Boyd and Tygh were all about the same size little towns in those days.

About 1902 George Friend and his wife Clara quit the blacksmith business in Kingsley and went over to Friend where they homesteaded, built a little house and farmed to his death in 1938. Mrs. Friend died in 1940. Theodore and Otto Buskuhl moved over to Friend with George Friend and his wife and they all operated a sawmill together at Friend. Gradually a few more farmers moved into the area and in the fall of 1902 they petitioned the post office department for mail service. They suggested 2 or 3 names, among them being Friend, which the post office department selected and the office opened Feb. 28, 1903.

Theodore Buskuhl was named first postmaster and the office was in the George Friend home from 1903 to 1907 with Mrs. Friend handling the mail. Then Mattie Walton, a school teacher and homesteader took the office over and handled it in her home. She was succeeded by Jack Price who transferred the office to his farm home. Then Theodore Buskuhl assumed the postmastership for the second time serving from 1912 to 1917, the office being in the Buskuhl store at Friend. He resigned on account of ill health and died not long thereafter.

T.C. Murray acquired the Buskuhl store in 1917 and served as postmaster until 1921 with the office in the Murray store. Then Isaac Courtwright, the Great Southern railroad agent became postmaster and operated the office in the Great Southern depot until he died; Mrs. Courtwright filling out his unexpired time. On Jan. 23, 1931 Otto Buskuhl assumed the postmaster duties and operated the office in his store until February 1946 when he sold his store and retired. Ethel Mayfield was the next postmaster and she was followed by Mrs. Matheu Miller who acquired the store in 1947 and operated it until 1949 when they sold to Donald Thompson. Thompson only operated it 6 or 7 months when he sold to Vernon Sorenson who is now both the postmaster and store operator at Friend.--Data by Otto Buskuhl, Portland.

TAYLOR

The post office of Taylor was established August 20, 1909 with Albert Taylor the only postmaster and located 9 miles above Dufur, on 15 Mile creek, where Dufur takes its water from 15 Mile. It was closed September 30, 1910. The platted townsite was filed August 30, 1909 by Albert and Ella Taylor. It was an important sawmill location and Mr. Taylor operated his mill there several years. There is a very nice small picnic grounds at that point, at the foot of the Taylor grade.

The abstract to the place show that Joe Woodford homesteaded there in 1897 selling to Herace Farger (1899) and Farger to Taylor (1909). The townsite platt shows 9, 200 X 184 foot lots with the county road up the creek cutting them north and south and Water street intersecting east and west. Sales of lots were made to Chas. Hoffman, W.S. Cotton, Emery "Windy" Allen, H.W. Graham, C.C. Cole, W.M. Pickering, C.F. Douglass, John Young, Grace Carry and the present owner Henry Munger. Albert Taylor operated a general merchandise store at Taylor and the post office was in his store. The sawmill was just above the bridge, leading up Taylor grade. The park is called the Ramsay Grange park.

The Dalles directory of 1910 said, "Taylor is a post office on 15 Mile creek, 8 miles above Dufur, the banking and shipping point; Albert Taylor, postmaster and general merchandise, Ella Taylor, his wife and Loie and Verna Taylor, Wm. and Lydia Cotton and Grace Dawson as residents." The post office was served by a locked pouch of mail by R.1, Dufur in the same manner Kingsley was served from 1914 to 1920. --Data by the Oregon Historical Society and Mrs. Henry Munger. (The Taylor-Munger home was destroyed by fire Saturday evening December 6, 1952.)

DUFUR

The incorporated city of Dufur and second town in size in Wasco county, lies 15 miles south of The Dalles, on 15 Mile creek, in the beautiful Dufur valley. In emigration days it was known and called "15 Mile Crossing." In 1852 when the Imblers established the 15 Mile House it became known as the "15 Mile House" and was called by that name for the next 20 years. The 15 miles indicated the distance from The Dalles to the 15 Mile House and Crossing as measured over the old Dufur road, in those days known as the Barlow road and later the State road, a public road set aside by the state of Oregon from Hood River through The Dalles to the Barlow road at Tygh and Wamie and later it was extended to Wapinitia and the Indian reservation.

Lewis P. Henderson is properly credited with being the first settler on his Donation Land Claim just above the town of Dufur in the spring of 1852. That fall David Imbler family, (mentioned in the Snipes Love Story on pages 87, 88 and 89 in this history) settled there and later established their well known Imbler House Inn for travelers.

Our old historical friend Carson C. Masiker in 1927 wrote; "Next above the Wm. Gilliam place (which we now know as the 12 Mile House and the old post office of Wasco at the foot of Long Hollow and on The Dalles to Canyon City stage and freight road)--was the William Logan place. He and his wife were lost in the sinking of the Brother Jonathan at Crescent City, Calif in 1865, leaving their son Dr. Hugh Logan an orphan. Their house burned in 1860. It was later occupied by Mike and C.E. Christman.

"Next was the Washington and Arthur Walker place. In 1861 John M. Ledford married Elizabeth Walker at their place. The Walkers had a small grist mill and ground wheat for toll. It was the first flour mill in Wasco county. It was sold in 1867 and moved to The Dalles. The upper school house stood near the mill; on the lower end of the Walker place in 1860 and in 1861 it was moved up the lane and burned. A new school was built in Pine Hollow. Walker sold to Chas Probusch and he to Joseph Beezley. I am told the town of Dufur is built mostly on the Walker place. Al Johnson had a blacksmith shop there in 1861.

The Walker School

"The Walker school at Dufur was first taught by H.H. Hill, then M.M. Chapman. Those first students were: Angeline Radio, Amanda Simpson, Hattie Bolton, Zenas Bolton, Ellen Bolton, Sallie Bolton, Darby Lee Bolton, George Upton, David Upton, John Upton, Nancy Walker, Tempy Walker, Morgan Walker, Joseph Walker, Mary Imbler, Francis Imbler, Nancy Imbler, Annie Imbler, Jacob Crooks, Isabelle Crooks, Jane Herbert, Henry Menefee, Mary Menefee, Monrow Ward, Milton Ward, Scott Ward, Mary Ward, Morgan Ward, Lucins Dodge, Lucia Dodge, Benton Mays, James Polk Mays, Wm. W. Masiker, Esther Masiker, Elmyra Masiker, Carson C. Masiker--I did not attend the Walker school at Dufur after 1861. The school house was on the south side of the creek opposite Dufur. We moved to Sherman county in 1866 and I went back to Dufur in 1872 but the town of Dufur had not commenced to be built yet, altho Mr. Dufur was living there.

"Frank Hoult ran the 8 Mile gallon House on 8 Mile creek in 1862. Chas Broback was a freighter with 8 horses and James Stook drove a freight wagon to Boise in 1863. The long winded preachers of 1862, the Rev. John De Vere and Moreland preached for 3 hours sometimes, so long that nearly everyone left before they were through.

"Next above Walkers was the David Imbler place who sold to Joseph Beezley in 1868 and went to Union County (established the town of Imbler). Mr. Beezley sold to Mr. Dufur, after whom the town was named. Above that was the J.M. Crooks place who sold to George Pearson (1864) and he sold to George Herbert of Tygh. Mr. Herbert died in 1868 and his widow married John Cates of 8 Mile and The Dalles. W.R. Menefee had the place above Crooks. The next place was the Silas Imbler place and who sold out and went to Union County. The next place at the edge of the timber was the Lewis Henderson Donation Land Claim; then come the T.N. Ward place. He sold to Alex Crawford, settled on 3 Mile and later went to Lone Rock. Next was the Estes and Chapman place, later sold to Sam Price who in turn sold to T.C. Clark, an 1861 resident of the valley. The Jackson place was at the mouth of Ramsay creek and on Ramsay creek was John Ramsay who later located at the mouth of Rail Hollow, after selling the Ramsay place to Horace Baker who operated the George Stone sawmill.

"Above the sawmill were James Donahue, Benton Emery, Eliza Hemmingway, who later bought Sherars Bridge, sold it and went to John Day. Lewis Henderson had a sawmill further up the creek. Sam Glass and Wm. Hightower rented it in 1860-61. In 1862 they formed a partnership with my father George Masiker. Patrick Henry Roundtree worked at the Henderson sawmill in 1861 and freighted between The Dalles and Boise.

"Above the Daniel Bolton place, about 2 miles up Dry Creek, Edward Mahn lived in 1860, at the mouth of what we called "Dutchman's Hollow". Mahn was a very indistrious fellow and fond of music, although no one could sing with him; but he is credited with 'testing grain producing qualities of the bunch grass land.' He went up on top of one of the highest hills and put in 40 acres of oats in 1864. It was a failure, but he took his cradle and cut the best patches of it. The next year he tried it again and altho the crop was light it paid to cut it. The spring of 1866 was a wet season and he had a bountiful crop all over his field. If he had of sown wheat instead of oats, it would have been a success from the start. In the fall of 1861 he married the widow Upton, who lost her husband in the emigration of 1860 at Ft. Hall. She had 5 boys and 2 girls. They separated in 1865.

"Near the mouth of Long Hollow was the Wm. Carlton place who sold to Allen Hall, he to Ward Gurtner, then to Wm. Capps, John Ledford, Sam Price, Wm. Mahn and Dennis Maloney. Then came the John Cates place who sold (1860) to Mrs. Upton; she to Wm. McAtee, then Wm. Farr, Joseph Beezly and Dick Kloster. Robert Mays lived on the right prong of Dry creek and above Mays was Richard and Sam Brookhouse, who later settled at Fairbanks on 10 Mile. (More Brookhouse history on page 277 and the Mays family is listed on page 241 under Tygh where they also had a place in the 1860's.)

Professor Strandbo and an old dorky lived way up Long Hollow, with an Indian woman. One evening the professor brought his Indian wife down to Rev. Walkers and were married. He was a professor of ventriloquism, before he moved up Long Hollow, and owned a puppet show and practiced his art in connection with that type of shows, including pictures. Other ventriloquists said, "he threw his voice so far up into the hills that he never got it back again;" while others claimed he was the best they ever heard. D. Malone of 15 Mile was violinist in his show.

Ezra Hemmingway was at Parker's Mill on 15 Mile creek in 1861-62, before he moved to Tygh and bought the bridge from O'Brien which he sold to Robert Mays and Mays to Joseph Henry Sherar. In 1860 Rev. D.W. Minturn settled in Jamison Hollow (near Rice). He went east in 1867 and came back to The Dalles in 1887 then went to Damascus where he died. Wm. Wiley, a freighter, came to 15 Mile (Dufur) in 1861. John Wiley was a Dalles to Canyon City stage driver for C. M. Lockwood and later worked in Bird's stables in The Dalles. Later he became a cobbler and went on crutches after a shed of snow fell on him! George Bamberger, who worked for the Boltons (at Rice) came to the creek in 1858 and lived there until 1865, and he was one of the few men who LIVED THE GOLDEN RULE and did more good as a "living sermon" than all the preachers did!

In 1863 Johnnie (Thomas A.) Ward went out to Cross Hollow and kept the stage station on the Dalles to Canyon City line; and he was known as "Cross Hollow Ward." (He was the father of Rex Ward of The Dalles and later keeper of the Nansene station.) Tom Moad (of Moad Hollow or Emerson) was a freighter to Boise. Wm. McAtee of Dry Creek (branch of Long Hollow) moved to Tygh and kept a station (post office of Mt. Hood) between Sherar and Tygh where he died. Chris Gillson, a fine large quiet Irishman, was a packer from The Dalles to the Warm Springs Indian Reservation Agency in 1860 and after a road was made to Warm Springs for wagons he continued to pack to Canyon City, despite the road being infested with Indians. He followed The Dalles to Canyon City pack trail, until the road was opened. He had a fine train. He finally went to Boise. They tell a story on Chris, that he once saved a wealthy young widow from drowning on the Sacramento river, when a steamer suddenly struck a rock and sank. In the excitement she was overlooked, but Chris saved her from a watery grave by swimming to shore with her. She told him that all her money was in the safe on the sunken boat. Chris got a boat and some ropes, dove down, tied the ropes to the safe and pulled it out of the water, restoring her money. He refused a reward so she asked him to go back to Virginia with her "so she could make a gentleman out of him!" Chris declined saying, "I thought I was a gentleman for saving your life and money! What could Virginia add to that?"

Falcovers Drivers

Some of Falcovers freight line drivers were: John Moore who drove oxen on his Dalles to Boise line in 1863-64, then, as roads improved, drove a horse team from The Dalles to Canyon City. Jim Clark was another of Marcellus Falcover's drivers on The Dalles to Canyon City route and he later kept a stage station for Henry Wheeler, on the John Day, known as Burnt Ranch. He drove stage on The Dalles to Canyon City line for Henry Wheeler and C.M. Lockwood. Clark and Ward operated The Dalles to Umatilla stage line and Clark was the man who helped Howard Maupin kill Chief Paulina in 1867 at Ashwood. Clark also built the Cross Hollow Inn for Tom Ward. (For more Clark story see under Antelope). Chas Cox was another Falcover driver as was James Darnielle of 8 Mile, Joe Caves and Frank Bird.

John and Sam Price (Sam was father of Capt. A.J. Price ferryman of The Dalles) came to Oregon in 1860. John enlisted in Co. G during the Civil War at The Dalles. Sam worked for George Masiker at Dufur and Sand Springs (Sherman Co.). John was born in Ohio in 1834 and settled at the mouth of Dry creek on the Christman place in 1864.

John Irwin came to Dufur in 1858 and drove cattle to British Columbia. In the winter of 1861-62 he was at the mouth of the Deschutes and did heroic work rescuing several men marooned in Sherman county snow drifts between Leonard's Bridge and Deschutes Bridge. He went out in the storms and broke trails, found the men, put some of them on his horses and brought them to shelter. He froze his hands, risked his life, went snowblind and wandered all one night. By daylight his sight was restored enough to recognize Biggs canyon. He would never talk about the horrors of the rescue and he never got any pay for it. In 1868 he worked in Birds Livery Stable in The Dalles.

William Gilliam (postmaster at Wasco-2 miles below Dufur) in 1864-65 taught music at the Bolton school two or three terms. He came to Oregon in 1845 and to Dufur in 1861 as a carpenter. In 1864 he ran a station (post office of Wasco at the foot of Long Hollow) on The Dalles to Canyon City road. He went to Shoo Fly, in Wheeler county and died there in 1880. He was Justice of the Peace at both places.

John Gallaher of Dufur ran a pack train from 1862 to 64 from The Dalles to Canyon City and in 1864 he had Jim Berriway, who lived near Camp Watson, with him. At their Current Creek camp Berriway murdered Gallaher by hitting him in the head with an ax. Berriway was tried at Canyon City and hung.

John Lehman of Dry Creek packed on The Dalles to Canyon City route for several years. He wintered on Dry Creek just below Dennis Maloney's place. He was in the Bridge Creek fight with the Indians at Burnt Ranch and Penningtons and lost several horses. He was a gentleman and a very pleasant man but he finally went crazy in 1870!

Chas Riley was a packer and a teamster on The Dalles to Canyon City route and finally became a stock raiser at John Day. He drove stage on The Dalles to Canyon City run and raised "fast horses" for stage stock purposes.

I (Carson C. Masiker) have named all the places on 15 Mile Creek. Most of those mentioned would be original settlers and their names will be interesting to those who love to delve into ancient lore. The Victorian principal that I have tried to follow in what I have written is, "preserve the good, forget the bad, and all will come out all right." History is a record of what we have done. Any statement that does not contain truth is FICTION."

---History of 15 Mile Creek by Carson C. Masiker; The Dalles Optimist 1927.

This is a priceless record he left with us of the early history of Dufur and 15 Mile Valley.

Selection of Name Dufur

As we have shown on the previous pages, for more than 20 years Dufur was known as 15 Mile Crossing and the 15 Mile House. It was not until 1872 that Chauncey Williams, pioneer store keeper of Dufur chose that name in recommending to the post office department that an office be established at Dufur.

"In 1871 A. J. and E. B. Dufur came from Portland looking for sheep land to purchase and bought from Joseph Beazley at the 15 Mile House, adding more to their holdings by preempting. Their sheep business grew to large proportions. Their father remained in Portland with his wife and son Harrison Dufur and daughter Arabelle. The elder Dufur had been appointed as Oregon Commissioner to the Philadelphia Centennial Exposition, gaining many premiums for the state and was honored by gifts upon return to Portland. (Commissioner Dufur was Andrew J. Dufur, Sr. His wife was Lois (Burnham) Dufur).

"The Republican and Democratic parties BOTH wanted to make him a candidate for the Governorship of Oregon; but he had promised his good wife to retire, so as to be with his family, after the Philadelphia fair, and he therefore declined the offer of Governorship and came to Dufur to live!

"Chauncey A. Williams had built a small store on the north side of 15 Mile creek. There was no post office at Dufur; the mail being brought out to the 15 Mile House, from The Dalles, where it was distributed to neighbors (an unofficial post office). Mr. Williams wanted a post office in his store. He told Mr. Dufur that he wanted to name the post office Dufur. "No," said Mr. Dufur, "I do not want you to. Name it Williamstown, in honor of your home town in Vermont."

"That name, if chosen, would have commemorated Mr. William's name also; but when the appointment for the post office arrived, DUFUR was the name given and so it has remained."

---The Dalles Optimist April 3, 1930; Ed Limmeroth scrapbook; Dufur Library.

Post Office Established January 11, 1878

The post office at Dufur was established January 11, 1878 with Chauncey A. Williams as the first postmaster and with the office in his store. The spring of 1878 was the same year The Dalles to Wapinitia Stage line was established, and the same year Kingsley, Tygh and Wapinitia offices were established for service on that historic horse-drawn line. At first it was only a tri-weekly service, out from The Dalles on Mondays through Dufur to Wapinitia and back on Tuesdays, out Wednesdays and back Thursdays, out Fridays and back Saturdays. (For more stage story see page 145). This stage service continued until their contract ran out in 1914, according to Jess M. Gray of Mosier, one of the last drivers on that line and the only known living stage coach driver in Wasco county (1952).

The Great Southern railroad (see page 122) was extended to Dufur in 1905, but by that time The Dalles to Wapinitia Stage line was serving Endersby, in addition to Dufur and the other offices named, and was therefore continued. It was not until 1913 that the Great Southern was extended to Friend, which illuminated the need for the Kingsley office. The expansion of rail service up the Deschutes river illuminated the need for stage service to Wapinitia and the Indian Reservation, as that too was served by rail after 1911. The Great Southern railroad handled the Dufur mail from 1914 to 1928 at which latter date the automobile panel truck delivery service from The Dalles to Maupin over The Dalles-California highway was established, and extended to Bend in 1950, serving Boyd, Dufur, Friend, Maupin, Madras, Prineville, Redmond and Bend; going out in the mornings and returning each evening.

Dufur Postmasters

"The Chauncey A. Williams store," according to Mrs. James Clausen of Dufur, "was located on the old emigrant road, back of the present Johnson Brothers Bank, later being located in a brick building on Main street. He sold to T. Husten Johnston who was soon joined by his brother George in the store, and Huston Johnston became the second postmaster from 1884 to 1894. At this time the school house was moved from Pine Hollow to Dufur, placed on Main street near the Ben Walston Garage and the post office was moved into this building when Dan Thomas, the next postmaster took charge in 1895. Upon the death of Mr. Thomas, his son Lindsey B. Thomas became the next postmaster and the office was moved to the east side of Main street. Harry Pitman was postmaster from 1897 to 99 and in 1900 Mrs. Lelah Z. Stevens became postmaster and the office moved to the Stevens building where the telephone office was located, and she served until Dave Young was appointed in 1915 and served to his death in 1934. In the meantime the office had been moved to the brick building formerly occupied by Johnston Brothers bank. Chap Evans, who had been serving as a postal clerk, became the next postmaster to 1938. Louis C. Blum was next appointed and is still serving as postmaster." ---Mrs. Louis Blum assisted with this postal data.

R.F.D. Service

R.1, Dufur, was established in 1912 with Wm. Ragsdale as the only carrier from June 1, 1913 until his retirement March 1, 1934. Wm. Sloan laid out the route in 1912 and he was afterwards manager of the Mays ranch at Tygh. This route went up 15 Mile to Rail Hollow, returned to Taylor, down to Ramsay Grange, up to Wolf Run school and back to Dufur down 15 Mile creek. Wm. Ragsdale, single, was born at Aberdeen, Miss. (1869); came to Dufur with his mother in 1886 and bought 120 acres $3\frac{1}{2}$ miles above Dufur where they farmed until he became carrier in 1913. He was quoted in the Dufur Dispatch as saying, "On the first trip out I was so nervous that I sold stamps at $\frac{1}{2}$ price. There was no names on the boxes. It took 7 hours with my team in the summer and 13 in the winter. Later my old Ford could do the 25 miles in $3\frac{1}{2}$ hours. I kept 3 horses, giving one horse a rest each day and using 2 on the rig. I bought my green Ford in 1917 and replaced everything on it but the steering wheel and frame by the time I retired. A few of the roads were improved in 1913 but most of them are in the same condition now (1934) as they were in 1913, (a surprise to the Dispatch). There were 70 families in 1913 and that number dropped to 50 by 1934. Old timers left were Burtners, Tom Lorenson and Jim McConnell. I often walked from 3 to 10 miles when roads were blocked with snow. The mail is lighter in 1934 than it was in 1913. I often thought I would quit on account of the bad roads, mud holes, snow drifts and toll on vitality." Mr. Ragsdale died December 7, 1935 after only one year of retirement. He had no known living relatives. ---Ed Limmeroth scrapbook; Dufur Library.

Route 2, Dufur, was established in 1915 with Marion Winslow as the first carrier and Lucy Winslow and Hazel Butler as substitute carriers. Herb Mulkins served from 1918 to his death in 1934 at which time the two routes were consolidated by the post office department under the Economy Act of 1933. The two routes were thereafter known as R.1, Dufur, but with a mileage of 64 on and after March 1, 1934. The post office department also consolidated R.1, Mosier with R.4, The Dalles that same year, and transferred Wm. Sendlinger, the Mosier carrier, to Dufur as the new carrier on the newly consolidated Dufur motor routes in 1936. Upon Mr. Sendlinger's death January 2, 1945, George Marvel, carrier on R.1, Boyd, transferred to Route 1, Dufur where he still serves as the present carrier.

In addition to the roads described above for Route 1, Dufur, the present route travels south from Dufur on The Dalles-California highway; up Kingsley to Kingsley; east to The Dalles-California highway; still east over the Tygh Ridge-Harmony school road to Keen; north down Long Hollow over the old Dalles to Canyon City and Prineville stage and freight wagon road past Chicken Springs, Nansene down to old Wasco post office at the 12 Mile House, and back to Dufur. It serves 125 families in 64 miles.

---R.F.D. data by George Marvel, carried R.1, Dufur.

Herbert Mulkins, who carried the above route before it was consolidated for 16 years, was born at Hay Creek, Oregon (1879) son of Wm. Henry Mulkin, Dufur to Shaniko mail and stage driver 1902-1911 and who came to Oregon from Iowa in the 1850's. In 1875 he married Louise McCullough and besides Herbert they had Hugh of Myrtle Point and Bernie. Herbert was educated at Dufur and in 1910 married Alice Brown of Tygh. Besides being R.F.D. carrier he was Dufur Fire Chief. He left a son Wm. of Dufur and daughter Mrs. Robert Studevoss. Bernie lives in The Dalles. --Ed Limmeroth scrapbook; Dufur Library.

Rev. Washington Walker 1858 Dufur Settler

The following biography of Washington Walker, written by his son Joe Walker of Pendelton and loaned for this history by Sam Walker of The Dalles gives more priceless early Dufur history.

Washington Walker was one of Dufur's earliest and most outstanding citizens. He was born in Illinois in 1822 the son of Chas Walker of Sangamon River valley. In 1826 he moved with his wife, 5 boys and 1 girl to the frontier town of St. Louis and 10 years later went to Springfield, Mo. where Chas Walker and his wife died. Washington Walker married (1845) Mary Thompson, daughter of John of Springfield. He first went to Pearridge, Ark. where his children John, Nancy and Tempy were born. He was both a farmer and a Methodist minister.

He came west with the "big emigration" of 1852 with brothers Jess and Arthur and his wife's brothers Mercer and Joe Thompson. Their son Arthur was born in Wyoming, on the trip west by ox-team. The only white habitation was the soldiers at Ft. Kearney, Ft. Laramie, Jim and the Indians at Ft. Bridger, Ft. Hall, Ft. Boise, and a trading post at Tygh (operated by Dan Butler). Mary Walker had mountain fever a good part of the trip. Jess Walker located in Clackamas county while Arthur and Washington Walker went to Salem. Mercer and Joe Thompson settled on Donation Land Claims at Brownsville where they were soon joined by Rev. Walker who also filed on a Donation Land Claim there and his children Joe, Jess and Sarah were born there. Rev. Washington Walker fought in the Rogue River Indian War, under Capt. James Blakeley of Brownsville, father of Judge George Blakeley, Dalles druggist. He returned from the Rogue River Indian War with bad health and in 1858 sold out, thinking he would feel better in eastern Oregon climate.

Builds First Houses and Flour Mill in Dufur

Rev. Walker came to Dufur in 1858 where he built the first houses for dwelling purposes. In 1860 he built the Walker flour mill at Dufur, the first east of the Cascades, which he operated for 7 years. (Note:--this shows the period when the first wheat was raised in the Dufur area and in Wasco county). In 1867 he sold the machinery to Robert Pentland of The Dalles who installed it in his flour mill on Mill creek, which he called the "City Mills". Wm., James and Elmer Walker were born at Dufur. The Walker home in Dufur, in those early years, was known as the "Walker House" and was operated as a public inn, where meals and a bed could be bought.

In 1858 Washington Walker listed his neighbors as being: W.R. Menefee, John Cooks, George Herbert, Wm. Logan, all living below Dufur; and Lew Henderson, George Ramsay, Henry Jackson and wife, and Geo. Stone and wife, above Dufur. Dan Bolton and Horace Rice, lived at Rice; Spokane Jackson was living just below Hoad Hollow or Emerson station. Col. James Fulton was at Fairbanks. At Tygh his neighbors were Sam and John Y. Todd, the Zumwalt family and Daniel Butler. David Imbler had moved to Lane county but returned to Dufur by 1861. John and Richard Brookhouse, John Cates, Tom Angell, Wm. Gilliam (the postmaster and stage station keeper at Wasco, 2 miles below Dufur); Tom Ward, John Wiley, George Masiker, W.A. Campbell and John Doyle of 8 Mile, Mike Christman of Christman Hollow (Dry Creek), Herman Mahn, Sam and John Price, Sam Brookhouse, Warren Hibbard, Tom Whiteheart, Joe Sherar, Wm. Pearson and Robert Mays.

In 1865 Rev. Washington Walker moved to The Dalles on the Wm. Logan place where the family lived until 1881 and where Harvey and Edith Walker were born. In 1881 they moved to Wasco (in Sherman county) where Rev. Walker died in 1894 his wife following in 1900. Their children were:

Nancy (Mrs. John Pugh) Shedd, Ore.; 2. James Walker of Wasco where his son Wm. lived and his son Lester farmed in the Columbia District and whose children were: Agnes (Mrs. Jack Claver) Portland; and Buluah (Mrs. Oliver Voss) Eugene. Lester now lives in Hood River. 3. Arthur Walker was single and lived at Wasco. 4. Wm. Walker of The Dalles had Clifford and Sam Walker who furnished this biography and who married Mollie Pankonine, daughter of John of The Dalles and had Willetta (Mrs. Arthur Hill) -- Mr. Hill was an REA lineman and the Hills had Ed, Janet, Mike and Tom all of The Dalles. 5. Elmer Walker lives at Hoquium, Wash. 6. Tempy (Mrs. John Robnett) lived at Shedd; 7. Harry Walker went to Spokane; 8. Joe Walker lived in Pendelton and wrote this very fine Walker family history which gives so much valuable Dufur and Wasco county early history.

Walker's New Neighbors

The "new neighbors" of Washington Walker who moved to Dufur in 1859 were Robert Mays, Absolm Bolton, in Bolton Canyon near Rice, and Z. Donnell in the Fairbanks district. His "new" neighbors of 1860-61 were David Imbler, John and Richard Brookhouse, John Gates, Tom Angell, William Gilliam, Tom Ward, John Wiley, George Masiker, -- Upton and Campbell families, Mike Christman, Herman Mahn, Sam and John Price, Sam Brookhouse, Warren Hibbard, Tom Whitearst, Joe Sherar, Wm. Pearson.

Mountaineer River Boat Built at Dufur

The History of Central Oregon says that in 1857 Orlando Humason, father of Wasco county, together with R.B. Thompson, founder of Thompson's Addition to The Dalles; together with Henry Jackson, owner of a sawmill at Dufur and Humason's father-in-law; built a 270/100^{foot} boat, with an 11½ foot beam, which would carry 80 ton of freight, at Dufur. After its construction they hauled it with 8 head of oxen, on planks and rollers, to the top of the Deschutes river breaks and from there to the mouth of the Deschutes river where they successfully launched and christened it the Mountaineer! It took 3 weeks for the trip. The Mountaineer was used as a sailboat, much after the fashion of our river scows, on the upper Columbia between their landing at Deschutes Bridge and Umatilla and Wallula to haul freight for the merchants and miners. They used Indians for crewmen. The Mountaineer paid for itself the very first trip and continued to make money for Humason and Thompson and in reality gave them their start in a Columbia river boat owning and operation career which had no equal in the history of American rivers, after they joined the Oregon Steam Navigation Co. (For more river stories see pages 125 to 134).

1883 Settlers

The Dalles directory of 1883 lists the following settlers of Dufur and vicinity:

C.W. Armstrong, E.B. Bohna, J.A. and Robert Brady, H.S. Hadley, John Brookhouse, A.J. Brightham, T.B. Burford, Tom Callahan, Henry Chalicombe, G.W. Covey (Covert), Amos Darnielle, W.H. Dufur, Fargher Brothers, R. Gilhousen, Tom Glavey, J.J. Griffin, J.A. Gulliford, Wm. and Tom Slusher, J.H. Hagan, Chas Koehler, James La Duc, John O'Leary, J.H. Patterson, Peter Rash, F.A. Reichlien, J.D. Roberts, C.H. Stoughton, J.G. Statls store; J.S. Topan, C. A. Williams store; Jim Wilson, Dan Woodford, F.M. Young, W. W. Olmstead, A.W. Quinn, Willard Taylor.

1898 Settlers

The Dalles directory of 1898 said Dufur had a weekly paper called the Dufur Dispatch, a flour mill, general store, 2 hotels, Henry Pitman was postmaster, a Dufur band in charge of W. Vanderpool and C.S. Hineman, Louis Klutger, was mayor, A.J. Brightham, recorder and Justice of the Peace; Aaron Frasier was principal of the school and teacher with E.S. Hineman. Citizens were:

Mike Abnet, Milt Anderson, blacksmith; Chas. P. Balch, driggist; J.W. Barnes, Mary Bartlett, John Bethune, a miller; Fred Baird, Edw Bohna, Judson Brigham, Waldo Brigham, Jeweler & bicycles; John Brookhouse, Ben, Tim and A.F. Brown, Edgar, Edwin, George and Josiah Burlingame, Daniel Webster Butler, the old miner, farmer, Indian fighter and first settler at Rowena and Tygh; Clay Butler, son of Dan; Omer Butler, teacher; Michael Callahan, Mrs. A. Cantrell, W.H. and Wm. R. Cambell, D.R. Carmichael, a watchmaker; Central House, S.I. Everett, prop.; F.B., F.M., S.M. and Mrs. L.J. Chase, farmers; Fritz C. Clausen, Jerry Corcoran, J.S. Corson, Lee Cover, J.W. and Elsie Covey, W.J., Joe and Jacob Craft, Eli Darnielle, Ed Davis, John Dickens, harness and bootmaker; Dr. Adolph Deitrich, physician; Andrew Douglas, C.D. Doyle, Andrew Dufur, Dufur Athletic Club, S. Turner, pres.; Dufur Rolling Mills, Wm. Heisler, prop.; Dufur Water Co., W.L. Vanderpool, supt.; W.H. Dufur, J.L. and Chas Easton; Sam Edmondson, butcher shop.

Elmer Green, Robert Eslinger, S.I. Everett, Central House and Livery stable; T.C. Farger, J.A. Faucett, Allen Fligg, James Ford, teamster; Fran Wendel, Aaron Fraser, teacher; Annie Fraser, teacher; Fred Fraser, blacksmith; Mrs. H.A. Fraser, John, Mike and Tom Glavey, Frank Goff, Amos Gragg, barber; Elmer Green, Wm. Greenly, Ed Griffin, Wm. Groves, Jake Gulliford, A.E. and Ellsworth Haynes, Monroe Heisler, carpenter; W.L. and Willis Hendricks, E.P. and H.M. Hill, Art, Fred and Henry Hillgen, Ed, Eli and Herman Hinman, John Hauser, George Howlett, Henry Hudson, Nettie and Mattie Hudson, Johnston Brothers, George W., John C. and Thomas H. Johnston, H. H., J.H., and S.B. Johnson, George Jordan, Mrs. M.M. Kern, dressmaking and milinary; R.L. Kirkham, Louis Klinger, loans; Ben Lamb, N.M. and W.C. Lathim, J.J. and Allen Leabo, Margaret and Agnes Le Duc, teachers; James and Daniel Le Duc, G.W. Lenning, James and Joe McConnell, Dan McDonald, P.J. McGrail, J.D. McGraves, W.H. McHaley, wheelwright; George McManeny, C.S. Magee, B. Markman, J.F. Martin, Roy Marvin, Sadie Mason, cook at Central House; Wm. and Henry Menefee, A.C. Moad, King Montgomery, W.H. Moore, O., R. and John Morrison, sawmill; W.H. and Henry Mulkins, Dufur to Shaniko stage operators.

Milt Neal, central Oregon freighter; Richard Neal, James, John and George Nolan, F. O'Brien, Joe, Wm. and R.D. O'Brien, teachers; N.P. O'Brien, Geo. Otley, M.C. Painter, Chas Palmateer, Henry Patison, brick mason; James Patison, Ham Patison, blacksmith, Nelson Patterson, Edith Peabody, compositor, Frank Peabody, painter, A.L. Perry, Ben Perry, Henry Pitman, postmaster; H.S., Rex, James and John Powell, Ben F. Pratt, Al W. Quinn, W.R. Ragsdale, James Reagan, Fred Richlein, carpenter; G.W. Riggs, shoemaker; Peter Risch, Carter Roberts, Jake Roberts, C.E. & B.M. Rothery, W.E. Rouse, James Senical, Elmer Shepherd, clerk; Al, Mel and Richard Sigman, W.B. Sloan, Tom and Arabella (Dufur) Slusher, W.F. Smith, H.A. Sparling, Wm., R.G. and John Statls, Anna Starr, weaver; John Stevens, prop. 15 Mile House; Chas. Stoughton, wood dealer; Chas. Strachan, Rod and May Styles, S & B Medicine Co., W.L. Vanderpool, sec.; Willard and Wm. Taylor, W.A. Temple, Lindsay Thomas, F.M. Thompson, John & Frank Topar, R.T. Tryon, Henry Turner, Merril Turner, Wm., Willard and George Vanderpool, Wm. Walker, Joe, Fred, Sam, John and Vic Ward, sawmill and lumber; Frank Watts, Frank Weckworth, Joe & W.H. Whipple, Foster Winslow, J.K. and Henry Wood, Alonzo, Wm. and David Woodcock. The population of Dufur in 1898 was listed at 500 and the location 15 miles southeast of The Dalles.

1910 Settlers

The Dalles directory of 1910 said that Dufur was incorporated as a city in 1894, had a Methodist and United Brethren church, a bank, a school, 2 hotels, a population of 700, terminus for the Great Southern railroad and also had an auto stage which made 2 trips daily, telephone and daily mail; and that the soil of the surrounding lands was especially adapted for raising wheat. Settlers were:

Michael Abnet, Andrew Baker and Sherman Baker, contractors, architects and builders; Gracia Baker, cashier at Ballard theatre; Balch House, best hotel in Dufur, C.P. Balch, prop. electric lights, steam heat and hot and cold water in every room, a strictly first class hotel; Cary Ballard, prop. Ballard Theatre, George Beavis, oil buyer; Frank Bird; Conrad, Lewis and Rudolph Bleim, Dufur Lumber Co., Bertha Brandes, clerk; Waldo Brigham, Wasco Warehouse Milling Co. electrician and water commissioner; Leslie Brooks, teamster; F.J. Brown, E.C. Butler, farmer; Richard Cantrell, Wm. Cantrell, D.R. Carmichael, jeweler; Georgia Carson, clerk; Lettie Carson, composer on Dufur Dispatch; Thomas Carson, clerk, Hineman-Knowles & Co.; Wm. Carson, Central Hotel, M.C. Painter, prop., Christian Church, Rev. P.P. Underwood, pastor; Eugene Collins, orchardist; Charles C. Cooper, harness maker; Jerry Cocoran, farmer; J.A. & Wm. Craft; (Wm. Craft & John Glavey, cigars); Mary Cristle, bearding; Ralph Denni, farmer; John Dickens, harness maker; James Dixon, livery; Hiram Dodds, Dufur Drug store; Hiram Dodds & F.J. Brown, physicians; Cleo Douglas, clerk; C.F. Douglas, livery; Joseph Douglas, farmer; Lafayette Douglas, street commissioner; Henry Doupe, dry goods; Lelah Driver, bookkeeper; Andrew Dufur, farmer; Dufur Dispatch, T.C. Queen, publisher; Dufur Fire Department, H.R. McClintock, chief; Dufur Telephone Co. (J.A. Stevens and Waldo Brigham); Dufur Steam Laundry, Fred Richlein, prop.; Dufur Warehouse & Stockyards, T.W. Glavey, manager; Dufur and Shaniko Stage Lines, McClure Bros, props.

Mrs. Elizabeth Easton, farmer; H.L. Emmons, jeweler; Mrs. Una Evans, clerk; Wm.N. Evans, clerk; Horatio Fargher, farmer; Wm. G. Faust, restaurant, pool and billiards; Joseph Ferrati, blacksmith; John H. Fitzpatrick, bookkeeper for Johnstons; Aaron Frazer, farmer; Fred Frazier, blacksmith; J. C. French, farmer; John Fresh, harnessmaker for Coopers; Ephraim and Frank Gill, farmers; John Glavey, cigar store; I.F. Gould, labor; Amos Gragg, barber; Great Southern Railroad, W.L. Tobie, agent; W. G. Groves, lab.; J.A. Gulliford, capitalist; J.B. Harvey, farmer; Avison Haynes, engineer; E.A. & R. W. Haynes, farmers; Alexander Heisler, farmer; J.D. Heisler, lab.; Monroe Heisler, carpenter; Willis Hendrix, farmer; High school, C.H. Pools, prin., Dale Springer, Iney Baker and Lexie Strachan, teachers; Jacob Hildenbrand, farmer; Edward M. Hill, blacksmith with Thomas Robinson; Eli Hinman, president Hinman-Knowles Merchantile Co.; Orange Homes, lab.; Andrew Howie, farmer; George Howlett, laborer.

John Jacobs, cook at Balch House; A.B. Johnson, engineer; Johnston Brothers (George W, John C, Thomas H, W.A.) bankers and general merchandise; Hazel Johnston, asst. cashier for Johnston Brothers; Henry R. Kaiser, barber and dry cleaner; Rev. J.W. Kennedy, Methodist minister; M.L. Kilbourn, carpenter; Sam Kirkham, Louis Klinger, capitalist; Phillip Knowles, farmer and sec. Hinman-Knowles Co.; Conrad Kowalski, sausage maker for Walker & Woodford; Fred Kramer, lab.; Martin Lee, hostler; Herbert Lewis, hostler; Frank Lieblein, farmer; John B. McAtee, grocer; Hal McClintock, clerk; Albert & Milton McClure, props. of Dufur to Shaniko and Dufur to Wapinitia stage lines; J.M. McConnell, farmer; F.E. & W.B. McCoy, farmers; George McLeon, blacksmith for Hill; B.P. Markham, hostler for Douglas; Royal Marvin, lab.; George Montgomery, labor; Embre Moore, stockman; R.D. Morrison, farmer; Henry, Hugh & J.B. Mulkins; Rose Mulkins, composer on Dufur Dispatch; Irene & Lucy Munson (Munson Sisters, dress-makers); George Nolin, farmer.

Milton O'Brien, clerk at Johnstons; N.P. & R.F. O'Brien, farmers; Julius Ostrang, farmer; Mark C. Painter, prop. Central Hotel; J.W. Paquette, lab.; J.M. & W.W. Patison; John Paulson, farmer; Frank Peabody, painter; Roy Peabody, lab.; W.M. Pickering, capitalist; Thomas C. Queen, publisher of the Dufur Dispatch and city recorder; Alvis W. Quinn, farmer; Bertha Rehbein, clerk at Johnstons; Ada, Carl and Fred Richlein, Dufur Steam laundry; Frank Remington, blacksmith for Hill; Agnes Robbins, cook at the Central Hotel; Thomas Robinson, blacksmith (Hill & Robinson); Esther and Minnie Rogers, waiters at Central Hotel; Clarence Rothery, clerk; George Rothery, lab.; Jacob & Vit Senecal, farmers; Alex Shepard, blacksmith for Hill; W.A. Short, dentist; Melvin Sigman, farmer; Nettie Sigman, clerk at Johnstons; Wm. Sloan, farmer; Brinton and Harvey Slusher, farmers; Lane Smith, capitalist; Demetrius Spinning, city marshal; John Springer, sawmill; W.H. Statts, farmer; George Steelhammer, clerk at Dufur Drug; J.A. Stevens, Dufur Telephone and assistant postmaster; Lelah Z. Stevens, postmaster; Charles H. Stoughton, Alex Strachan, Jonnie Strachan, bookkeeper for Walker & Woodford; Frank Stratton, foreman for Moody's ranches; C.O. Swain, farmer; James Swift, hostler for Douglas.

Earnest Tabler, farmer; Wm. Taylor, farmer; Pearl Temple, farm-manager for Johnston Land & Livestock Co.; C.K. Thomas, driver for Douglas livery; Thomas Lindsey, mayor and cashier for Johnston Brothers bank; W.L. Tobie, agent for Great Southern railroad; John Tobin, conductor, Great Southern railroad; Gregg Trudell, farmer; Rev. P.P. Underwood, Christian church; United Brethren church; Willard L. Vanderpool, seq. Dufur Warehouse and Stockyards and sec. for the Dufur Lumber Co.; Wm. T. Vanderpool, farmer; W.C. Vanderpool, farmer; Fred Walker & Curtiss L. Woodford (Walker & Woodford); Wm. E. Walston, barber; Joseph W. Ward, lumber and undertaker; Wasco Warehouse Milling Co., wheat and electricity; Rebecca Wilson; W.J. Wright and D.S. Young.

The Dalles-California Highway

The Dufur Dispatch of June 30, 1921 said, "The Dalles-California highway was to follow the old road as much as possible, and was to pass through the city of Dufur, each sharing $\frac{1}{2}$ the cost within the city. The bond issue for \$800,000 was favorably passed on at the special election held May 21, so that Wasco county would have the money (to match the state) so work on the road could commence immediately. The road was not completed until 1924 and in Sept. Wasco county completed the concrete bridge across 15 Mile at Dufur (30 X 71 $\frac{1}{2}$ ft.) presenting it to the City of Dufur, which put in the electric light posts at a cost of \$200. J. D. Tobin was contractor."

More Early History

The History of Central Oregon says:

The history of Dufur dates back to 1847, the year of the Whitman massacre and the year the Barlow Road was opened, which famous route crossed 15 Mile at Dufur; and during that and succeeding years many thousands of emigrants passed the place, yet none of them, at that period, entertained serious thought of stopping there. But 15 Mile Crossing was an eminently favorite camping place for these travel-worn and travel-stained argonauts of 1847 who preceded the California gold rush miners of 1849. This (Dufur) camping spot is still fresh (1905) in the memories of all who came to Oregon that year and many succeeding seasons.

It was in 1852 that L. P. Henderson took up his abode in 15 Mile creek. He was followed by -- Reynolds, John Marsh and J. P. Brown, all stock raisers within a small radius of Dufur. Up to the fall of 1855 these were the only residents in the vicinity and in that year 10 more families reinforced the colony. These latter families were enroute to Walla Walla when Indian hostilities broke out, so they decided to build themselves homes on 15 Mile and wisely constructed a fort, about 2 miles up 15 Mile creek from Dufur, and within this stockade they passed the winter of 1855-56 and a portion of the following spring.

The first business enterprise at Dufur was the 15 Mile House erected in 1863 by David Imbler. It was simply a farm house (Inn) where accommodations might be obtained for man and beast and the Imbler 15 Mile House was known far and wide. This primitive hotel is still (1905) conducted as such and is located on the south side of the creek and in 1882 it was modernized by Sylvester C. Simmons. (After the building of the Great Southern railroad it was replaced by the Balch hotel.)

The early emigrants thought that the hillsides were unfit for the production of anything but sagebrush and bunch grass and so 15 Mile valley was chosen for homes, where the land could be irrigated. These early settlers started in the stock and horse raising business. A few kept sheep. The range land became "overstocked" and was soon eaten out. Then came the discovery that grain could be grown on the hill sides, with a profit, and that induced greater settlement.

In 1872 A. J. and E. B. Dufur purchased a farm there (at Dufur) and engaged in sheep raising on an extensive scale. They secured more lands, imported a large number of thoroughbred sheep for this prominent industry. In 1878 C. A. Williams, a Michigan merchant, came to 15 Mile Crossing, built a house and engaged in general merchandising and established his post office of Dufur. Then the school house was moved near the Williams store. Next Edward Bohna built a blacksmith shop, which added very materially to the settlement of the place, and a residence.

(Note: Until the establishment of The Dalles to Wapinitia Stage line and postal service in 1878, Dufur was NOT on the main line of travel, -- which went through Boyd, Wasco, Nansen and Sherars; and which accounts for its very slow settlement until that stage service through Dufur was established.)

Travelers over the old military road, in 1881, would stop and rest their horses on the banks of 15 Mile and remark, "What an elegant place for a town," but it was not until the Dufur brothers, A. J. and E. B., came into possession of the property that any effort was made in that direction. They employed no real estate agents to "photograph the Garden of Eden" and pass it on an unsuspecting public; but they surveyed off a small plat and soon business men and others, desiring pleasant homes, purchased lots and the town was started. The townsite was platted December 1, 1880 by E. B. and Andrew J. Dufur, Jr. The patent to the land was given by the U.S. to C. W. Broback Sept. 16, 1872 and at once came into possession of Joseph Beezley. A few days later it was purchased by E. B. and A. J. Dufur. Others connected with the early advancement of Dufur were: A. J. Dufur, Sr., Dr. L. Vanderpool, E. D. Bohna, William Heisler, A. J. Brigham, C. W. Williams, D. E. Thomas, J. A. Gulliford, A. J. Bridgman, W. R. Menefee, George Nedrow, T. H. and G. W. Johnston who purchased the C. A. Williams store.

August 22, 1881 Ridgley Lodge I. O. O. F. was organized and a 2-story hall and lodge room erected, the first large building in Dufur. In 1883 Wm. Heisler established his general store in Dufur which he operated until 1887 when he sold to W. R. Menefee and A. J. Brigham. By 1885 Dufur had a tri-weekly mail and stage service. That same year T. H. and George Johnston came to Dufur and bought the C. A. Williams store and T. H. Johnston became postmaster for the next 10 years. In 1888 Dr. Whitcomb opened a drug store and that same year the school building was erected in Dufur which induced many farmers to purchase lots for homes for their families to occupy during the school term. In 1889 Dufur had 2 drug stores, 2 hotels, 2 livery stables, one good school house which was used as a church, a shoe shop, a restaurant, a blacksmith and wagon shop, a roller mill.

Dufur was incorporated as a town by the Oregon legislature Feb. 10, 1893 and in April the first city election was held with A. J. Dufur, mayor and councilmen W. L. Vanderpool, T. H. Johnston, L. J. Klinger and William Heisler. A. J. Brigham was recorder and C. P. Balch, treasurer. From 1893 to 97 depression hardly a building was erected in Dufur. The Times-Mountaineer was quoted as saying in 1898 that "during the past year there had been a 50% increase in population; 20 residences were erected; an excellent water system provided for city and fire protection; the population was 500 and 600,000 bushels of wheat raised within 12 miles of Dufur. Property is being sold by W. L. Vanderpool and T. H. Johnston only to such persons as would agree to build a home on the land."

In 1904 2 large, handsome brick business houses were erected in Dufur. The survey for the railroad to Dufur was completed in 1903 and in the spring of 1904 the Great Southern railroad began active preparations to construct a railroad from The Dalles to Dufur and by April 1905 the grading was completed with the view of completing the line in time to move the 1905 crops. The road will be a wonderful benefit to the town. Besides an excellent water supply Dufur had a good fire department, electric lights, good schools, good buildings; is the center of an excellent wheat and stock country and situated in one of the most beautiful valleys in the state of Oregon.

Biography of Dufur Postmasters

The following biography on Dufur postmasters was provided for this history by Mrs. Louis C. (Florence) Bleim, Dufur Librarian:

Chauncey A. Williams

Michigan emigrant who started the first store in Dufur in 1878 wanted an official post office in his store to replace the "unofficial post office" conducted for the people in the 15 Mile House. He sent in the name of Dufur, in honor of Andrew J. Dufur, Sr. whom everyone greatly admired. After leaving Dufur in 1884 Mr. Williams lived in Seattle for a time.

T. Husten Johnston

Was born at Centerville, N.B. Canada 1852; went to California in 1876; came to The Dalles in 1879 where he worked in the O.S.N. shops and for Ed Wingate & Co. 2 years then bought the C.A. Williams store at Dufur (1884) and organized the firm of Johnston Brothers, built their fine brick store; he help promote the Great Southern railroad's construction to Dufur; was a Wasco Mill director; organized Johnston Brothers Bank; organized the Johnston Livestock Co.; was postmaster of Dufur from 1884 to 1894 and one of the most outstanding men in the History of Wasco county. He married (1882) Laura Krause, the daughter of George and Emma (Murhard) Krauss of The Dalles and their children were: 1. Amy (Mrs. James Clausen) wife of a retired farmer of Dufur who had Edna (Mrs. A.J. Detsch) San Francisco; 2. Edna (Mrs. C.L. Marshall) Portland. After retirement Mr. Johnston lived in Portland. Was state senator in 1909.

Lindsey B. Thomas

Lindsey B. Thomas was the son of Daniel E. Thomas, first postmaster of Prineville and old Mexican War veteran of 1848 who was born in Philadelphia (1826); mined in eastern Oregon in 1859; went to Prineville as a carpenter in 1869 and built the first store and houses there. He was appointed the first postmaster of Prineville with an office in Grandpa Wm. Heisler's store, where he clerked; later had a store of his own in Prineville with Mr. Pickett. He married Candance Smith of Prineville and their children were: 1. Agnes (Mrs. Wm. Wright) Dufur farmers; 2. Freeman, died single; 3. Lindsey B. Thomas, postmaster of Dufur. Daniel Thomas' first wife died in 1876 and his 2nd wife was Mary A. Batty and by her he had 1. Inez (Mrs. F.B. St Martin) Boise; 2. Essie, died single and 3. Amy, whereabouts unknown.

Lindsey B. Thomas, postmaster of Dufur was born at Prineville (1874) and came to Dufur a young man and was a school teacher, then operated a small store in Dufur and served as postmaster between 1895 and 1897. About 1900 he disposed of his store and clerked for Johnston Brothers and kept books until the bank was organized at which time he became cashier, holding that position to his death in 1918. He served the community as mayor, school director and clerk, Justice of the Peace, recorder, treasurer.

Henry Pitman

Henry Pitman operated the Red Front Confectionery in Dufur and was a school teacher in 1891. He was postmaster from 1897 to 1899 leaving for California for his health which did not improve and he died down there in about 1900.

Jack and Lela Z. Stevens

This man and wife combination held the postmastership in Dufur from 1899 to 1913. Exactly which one was postmaster in any given year and which was the assistant to the other is impossible to determine. Jack Stevens was born in Germany (1870), came to America (1893) and worked on the Andrew Dufur farm and Balch place. He also operated the 15 Mile House. The Dalles directory of 1910 lists Mr. and Mrs. J.A. Stevens as owners and operators of the Dufur Telephone Co. with J.A. Stevens as assistant postmaster for that year and the post office was also the telephone exchange office. Mr. Stevens died in 1930. Lela Z. Stevens was born in Portland (1879) daughter of Mr. and Mrs. G.W. Evans. She was teaching the Ramsay school before she married Mr. Stevens in 1899. Her parents George W. and Helen (Jones) Evans were 1847 emigrants to Portland and the valley. They formed the Dufur Telephone Co. in 1909 with Waldo Brigham, partner, who did the line work while the Stevens maintained the switchboard in the post office building.

Dave Stuart Young

Was born at Lexington, Mo. (1869). He had lived in Washington and at Arlington and Wasco engaging in farming. He married Jennie Madden (1894) and in 1904 moved to a farm 4 miles west of Dufur where they lived until he received his appointment as postmaster in 1915, serving to his death in 1934. At the time of his death he had a son LeRoy Young of Portland.

David Chaplin Evans

Was born in Kansas and attended the Missouri School of Mines. His first job, according to Fred Lockley in the Journal, was hoeing cockleburs at 25¢ per day. He was promoted to riding the lead binder horse at 50¢ a day then to plowing corn at 75¢ a day. In 1906 he prospected in the Hudson Bay area. He came to Oregon in 1907 but was so homesick for Kansas that he went back for 2 years but returned to Dufur in 1913 where he was employed by the Johnston Brother Merchantile firm. Then for 2 years he published the Dufur Dispatch. He enlisted in the army in 1917, was sent to Siberia where for 14 months he was a railroad train guard between European Russia and Vladivostok. His service also included trips to Japan, China, Manchuria, Phillipines, Hawaii and Tiagesana. His desire in 1934 was to own a Dufur ranch and raise hogs, cows, chickens, vegetables to help make a living. In 1919 he married Lela Painter. When Lockley interviewed him he was working for the State Department at Salem. When Dave Young took sick he was called to take his place in the Dufur post office and when Mr. Young died he received the appointment as postmaster serving until his death in 1938. He was active in the American Legion as commander and adjutant of the Dufur post.

The Dalles Chronicle of Jan. 25, 1938 said, "Chap Evans, who had recently been in poor health, settled his personal affairs, left a note for his wife, drove 3 miles south of Dufur, applied a hose to the car exhaust, plugged up the window of the car through which the hose passed and died of the gas fumes at the age of 55. He had been in Dufur 25 years."

Louis Conrad Bliem

Was born in Gervias, Oregon (1893) and came with his parents Conrad and Amelia (Hintzman) Bliem to Friend in 1902. The family moved to Dufur in 1910 where his father was manager of the Dufur Lumber Co., Louis was a laborer in the mill and Rudolph Bliem was millwright. Later he worked on the Dufur Dispatch. In 1917 he entered the armed services and was one of the survivors of the transport Tuscania, the only troop ship torpedoed in W.W.I. He married (1919) Florence Johnson, daughter of Albert and Josephine (Anderson) Johnson. Mr. Johnson came to The Dalles in 1887 working for the railroad and joined the Great Southern in 1905 as engineman and the family lived in Dufur to 1912; he retired in 1928.

Following their marriage Mr. Bliem worked for Inman Polson Lumber Co. in Portland and in 1920 to 26 was with the Dufur Lumber Co. again. From 1926 to 28 he was co-owner with Chap Evans of the Dufur Dispatch. For the next 10 years he was again with the Dufur Lumber Co. and in 1938, upon the death of Chap Evans, he received the appointment as postmaster and is still serving in that capacity. They have a son Louis Bliem, Jr. Mr. Bliem is active in the American Legion as adjutant and has been city councilman and a member of the city budget committee.

Dufur Survivors of Tuscania

Three Dufur men, Albert Amen, Carl Nys and Louis C. Bliem, survivors of the Tuscania which sunk Feb. 23, 1918, were members of the 20th Engineers. When the torpedo struck within 10 minutes all men were at their posts. Some of the lifeboats were wrecked in launching, others had rotted gear which would not hold up a boatload of men! It was pitch dark and the launching of lifeboats in daylight is no easy task and during the blackness of that winter night out there in the north Atlantic many of the lifeboats spilled their human contents into the icy waters of the ocean! Only 12 lifeboats were successfully launched! A destroyer, which pulled in close to the sinking vessel, transferred many of the men to its decks. When loaded to capacity it backed away leaving men dangling to the transfer rope! - but a 2nd destroyer completed the rescue job. The Tuscania did not sink until after 4 hours. The above 3 Dufur boys were left adrift on rafts, in the blackness of the night out there on the icy north Atlantic with a "heavy sea" running and breaking over them. The destroyers raced in and out among the rafts and lifeboats, looking for traces of the sub and dropping "ash cans" or depth bombs! Men floating in the water were knocked senseless by the explosions.

Trawlers and fishing boats from the Irish coast helped gather the survivors and it was one of the fishing boats that picked up the Dufur boys, after 2 hours of helpless drifting. They were hospitalized for 2 months. Some of the lifeboats were dashed to pieces on the cliffs of Islay off the coast of Scotland, but only 225 men lost their lives! When the Titanic sunk 2500 lost their lives! ---Ed Limmeroth scrapbook; Dufur Library.

The S B Medicine Co.

Dr. Larkin Vanderpool, native of Missouri and emigrant of 1852 to Benton county went (1869) to Prineville where he practiced medicine and in 1884 came to Dufur as the first physician. It was at Dufur where he made and sold his famous S B cough medicine, headache, liver and alfa pain cure medicines. He was also a skin cancer specialist. After his death in 1904 A.J. Brigham continued making the medicines and was joined by William and Willard. Later the Johnston Brothers joined the company.

In the fall of 1896 Henry Johnston made a trip east of the Cascades through Oregon, Washington, Idaho and Montana peddling these medical products. Jim Wilson made trips through western Oregon and California for the same purpose, by horse and buggy. The country was so sparsely settled that the trips proved unprofitable. For some years P.T. Knowles sold the medicine around the country on a commission. The perscription formulas were finally sold to the Blumauer-Frank Drug Co. in Portland. The chittum bark used in these formulas were obtained from the Willamette Valley. ---Mrs. Mel Sigman, Dufur.

George Johnston Bathes in 15 Mile

George Johnston took an involuntary bath in 15 Mile the other day (1908) when he and a companion came to where the road crossed the creek. His companion got out of the buggy and crossed on a foot bridge but George didn't think the creek was over 2 foot deep. He started to drive across but before he was half way the water had risen up into the buggy and the next step it was up to the horse's ears and by that time most of George was submerged in 15 Mile creek! They made it across but he says he will "look before he leaps" the next time. ---Dufur Dispatch May 30, 1908; Ed Limmeroth scrapbook.

George Johnston Loses Faith in Ford

Last Sunday (June 18, 1918) George Johnston lost faith in his Ford. He and Mrs. Johnston were down in the Wrentham country when they came to a ford which they decided they would cross. While Mr. Johnston had "confidence" in his Ford, as it had never failed him, all went well until they reached the middle of the creek, then the Ford balked. It was quite a distance to either bank and the water looked pretty wet. Mr. Johnston didn't relish the idea of getting out so he called to a boy and after promising him a sum of silver, the boy harnessed up a horse and pulled the machine and occupants to dry land. ---Ed Limmeroth scrapbook; Dufur Library.

Hudson Teams Runs Away

Harry Hudson's team, which was standing in front of the bank (Sept. 24, 1915) last Friday became frightened and started home; but in front of G.W. Johnstons they hooked on to his "run-about" taking it part way with them, finally leaving it piled up against a telephone pole. After being relieved of the auto they struck a wheat wagon, a short distance further up the road. This was too much for them and they stopped. Aside from the auto, nothing much was hurt. ---Ed Limmeroth scrapbook.

Indian Homesteader

George Washington Peters, Indian who worked for Joseph Henry Sherar at Sherars for so many years and had lived in Wasco county all his life, proved up on a homestead in 1910. He said, "I am all samee white feller now." (This is the first record we have seen of an Indian homesteader.) Dufur Dispatch; Ed Limmeroth scrapbook; Dufur Library.

The Largest Apple Orchard in the World

When we drive through the miles and miles of apple orchards in the Hood River Valley, Yakima, Winatchee and Okanogan Valleys little do we realize that despite all those orchards, back in 1922, we, right here in Wasco county and right out in the backyard of Dufur had the LARGEST APPLE ORCHARD IN THE WORLD! So when anybody commences to talk about apples, just tell them you are from an apple area where they had the largest orchard in the world, and we too know something about apples.

This largest single apple orchard in the world was owned by the Dufur Orchard Co., which was organized in 1911 by Churchill--Mathews Co. It contained 4000 (four thousand) acres! Half of it was planted the first year and the other half in 1912. The varieties included Newtons, Jonathans, Winter Bananas, Spitzenburgs and Blackstems. The orchard produced apples prolifically, but it proved to be so large that it was unwieldly and couldn't be efficiently handled. In 1922 it went into receivership with A.P. Churchill in charge. He pulled out 1600 acres of trees and reseeded the ground to wheat.

However, in 1921, before those trees were pulled, 194 railroad cars of apple were sold off this orchard and in 1922 it was estimated that they had a crop of at least 125,000 boxes! They employed 125 men regularly and in the picking season from September to November 400 pickers were employed. They kept 94 head of horses for orchard work.

The balance of the trees were removed and all the place has since been planted back to wheat and it is one of the best wheat ranches in Wasco county. It is located on The Dalles-California highway extending north of Dufur for about 4 miles along the road.--Dalles Optimist 1922.

In the 1880's

Some years ago (1880's) while writing of this country we referred to Dufur "as a station of the stage road at 15 Mile crossing (creek)." Now (1891) Dufur is the second town in Wasco county and first for energy and prosperity. It is located at the same old stage station. Many pioneer stockman of Dufur remember when the bunch grass grew luxuriantly on all the hillsides and in the valleys of this vicinity. Numberless herds of cattle fattened on its juicy stalks and bunch grass beef was noted in all the markets of the world. In those "good old days" no town was needed here.

To make the town of Dufur it took men of vision and energy like Andrew J. and E. Barnham Dufur, Dr. Vanderpool, Wm. Heisler, Willard Vanderpool, W.R. Menefee, C.A. Williams, Ed Bohna, T.H. Johnston, A.J. Brigham and others who were wide awake to the interests of the town. Dufur is proud of her school from its start in 1888 to the present time under control of Prof. Aaron Frazier. This September (1891) the attendance was about 100 pupils many coming from a distance of 30 or 40 miles.

Our water system, with its overshot wheel set in the creek and a flume 150 yards long, giving a fall of 7 feet and the attached double-action pump, which forces the water into large reservoirs 100 feet above on the hillside, provides water to all parts of town.

Everything possible has been done to secure assistance from the state and county toward putting a road where the old "winding slide" goes down Tygh Hill, 3.62 feet of grade to the road! It is probably only a waste of ink to remark, "that unless the County Court of this county shows more symptoms of a willingness to assist the farmers in making a passable road between Dufur and Tygh, the said Court will certainly be retired to private life, so far as southern Wasco county is concerned."

By 1904

W.R. Menefee, who came to Dufur in 1855, says a principal part of the valley land, or irrigable land was taken at that time (1855) and settlers were on the land. Probably about the first taken was the Henderson Donation Land Claim, 3 or 4 miles west of Dufur in the widest part of the valley. The place now (1904) belongs to Wm. Vanderpool. Mr. Menefee is the only survivor (1904) of those who came before or at the time he did. For several years he lived on a farm, not far from here and then moved in to town. For a time he engaged in the merchantile business.

The growth of the town dates from 1888 when the school were started. This induced many farmers to buy lots and build houses, which a part or all the family would occupy during the school year which used to be 10 months. The town was incorporated during that period. The first mayor was A.J. Dufur. Others were L.J. Klinger, John Johnston, M.J. Anderson, W.L. Vanderpool. The most outstanding councilman has been C.H. Stoughton. Other builders of the city were the Johnston Brothers, Joseph Douglass, William Heisler, C.P. Balch, Eli Hinman, Amos Gragg, Ed Bohna, A.J. Brigham, J.A. Gulliford, W.H. Whipple. As a result of the efforts of these men Dufur will compare very favorably in its morals and general appearance with any town of Oregon. Other more recent helpers in its development are S.I. Everett, C.H. Reed, Lafayette Douglass, Father Burlingame and others. Our business street needs improving and in time it will be remedied and when it is Dufur will be one of the prettiest towns in the northwest. --Ed Limmeroth scrapbooks; Dufur Library.

The Dufur Dispatch

The Dufur Dispatch was founded Nov. 28, 1891 by W.H. Brooks with the first issue Dec. 12, 1891. After a year or so the publication was suspended until 1896 when H.S. Turner moved his plant to Dufur. For a short period it was a daily in 1898, when politics got "hot". In January 1899 it was sold to A.J. Douglass and published on a weekly basis. In May 1899 Heisler and Temple took over and in December it was sold to Henry Menefee who published it until Feb. 1901. Then Chas Reed became owner. On March 1, 1903 E.O. Shepherd made it a partnership which continued to Feb. 24, 1905 when Reed again became sole owner while Shepherd published the Tygh Valley Bee. In 1909 T.C. Queen bought the Dispatch and operated it until Sept. 1921 when he sold to M.E. Phillips. A.Y. Zoller was the owner in 1923. In April 1924 T.C. Queen took charge again, with L.C. Wright, A.Y. Zoller and Fred Vieth as partners. In March 1926 Chap Evans and Louis Blum became the owners. They sold to Lloyd Wyatt in June 1928 but Wyatt turned it back to Evans in July 1930 and he continued operations with James Nelson as a partner. In January 1933 the Moe Brothers of Hood River bought the paper with Lee Schwab as editor to 1934 when R.C. McGuire took over and in 1941^{was} consolidated with The Dalles Optimist.--Limmeroth scrapbook.

Dufur in 1891

When W. H. Brooks took over the Dufur Dispatch in 1891 he said, "The Dispatch intends to publish events concerning Dufur and let congress take care of matters in Washington, D.C."

In 1891 Johnston Brothers operated the only general store in Dufur. C.P. Balch operated a drug store. Mrs. E.E. Warren ran a candy store. D.R. Carmichael conducted a jewelry shop in the drug store. Anderson & Nolin were the blacksmiths of Dufur. Ed Bohna operated the Central hotel, livery and blacksmith shop. A.J. Dufur operated the 15 Mile House and livery stable. Mrs. M.A. Thomas had a millinery and dress shop. E. Dufur operated the Dufur Flouring Mills. Dr. L. Vanderpool & C.W. Whitcomb were Dufur physicians.--Ed Limmeroth scrapbook; Dufur Library.

The Passing of the Livery Barn

The Ed Bohna livery barn of Dufur was erected in the late 1880's. The first "for hire" rig was kept there in the 1890's, a single buggy and horse which rented for \$1.50 per day. This was the beginning of a large lucrative business. After the Great Southern railroad was built Dufur was made the central point for travelling men going to the interior and an immense amount of livery business was done. There was the Everett Stables, Central Livery Barn, 15 Mile Stables and the O.K. Barns. All had a full quota of teams and were busy practically all the time. With the building of the railroad up the Deschutes and the advent of the automobile, the livery business fell off and was gradually replaced by the garage and service station. Ed Limmeroth scrapbook; Dufur Library.

The Dufur Bank

When all the banks in the U.S. was closed in 1932 by President Franklin D. Roosevelt, the Johnston Brothers Bank at Dufur was one of the first to open its doors following the holiday of March 15, 1933. The Dufur bank had remained open March 2, 3, and 4 during the holiday declared by the government, but on account of the holiday regulations of the Secretary of the Treasury, they refrained from transacting normal business while the edic remained in force. Throughout the holiday Johnston Brothers kept open, for the benefit of depositors, responding to inquiries and giving whatever service possible.

The Dufur bank furnished the required statement of condition to the state banking department and was reopened at the earliest possible date permitted by the state department. Johnston Brothers Bank was organized in 1904 as a private bank. It was incorporated as a State Bank in 1912. IT WAS THE ONLY BANK IN 4 MID-COLUMBIA COUNTIES THAT REMAINED OPEN! From 1904 to 1918 L.B. Thomas was cashier up to the date of his death. The position has since been filled by George Brodie.

In September 1943 the resources of the bank was over \$1,000,000, according to George McDonald, cashier. The increase not only reflected the increase in farm income but it is also the result of the high reputation the bank enjoys. It was the only bank in Wasco county that weathered the depression of the 1930's. H. E. Carlton is president; Mrs. A. J. Clausen and Mrs. George Brodie Patterson are directors. (IT IS SOLID AS THE ROCK OF GIBRALTAR).--Ed Limmeroth scrapbook; Dufur Library.

Dufur Library

The Dufur Library was opened April 17, 1913 with Miss Jose McClintock, librarian. Hours 4 to 6. The present (1952) librarian is Florence (Mrs. Louis) Bliem, whose cooperation, together with that of Mrs. James Clausen, a member of the library board, has made this fine addition to the history of Dufur possible. The 6 volumes of Ed Limmeroth's clippings, which we have been permitted to examine for this history, was a priceless contribution to the library. Less than 1% of the articles contained in those volumes have been duplicated on these pages. Any scrapbooks, directories or Dufur family histories would make valuable additions to the library.

Dufur Ice Plant

Walker & Woodford in 1911 constructed an ice plant in Dufur, in connection with their meat market. The plant had a capacity of one ton per day and cost \$2000.

Oil

In 1907 oil was discovered running out of the ground on the Dufur place. A stock company was organized to drill for oil. Some drilling was did but no oil was obtained.

Dufur Ranch Yields 40 Gallons to the Acre

Levi Christman, Wasco county sheriff, thought 40 gallons of liquor to the acre was a pretty good average for a ranch when he resorted to a team and plow, in his unusual method of sleuthing on the Willard Quinn place, and he brought 20 gallons of the "hard stuff" to the surface on $\frac{1}{2}$ acre. The plow shear went through a big barrel and smashed it. A bond of \$500 was required for the freedom of Mr. Quinn.--Dufur Dispatch May 20, 1924; Ed Limmeroth scrapbook; Dufur Library.

Great Southern Railroad Sold For Junk

One of the most deplorable chapters in the history of Wasco County was the selling of the Great Southern railroad for JUNK in 1936 by Wasco County Court for unpaid taxes. The press of August 11, 1936 said, "The Great Southern Railroad was sold to Hyman--Michaels Co. for \$35,000, which included the trackage, railroad cars, trucks, tools, switches, spikes, bolts and locomotives. The sale was an outcome of a tax foreclosure by Wasco County. The same company bought the steel from the Bend branch of the Union Pacific railroad, now being dismantled and abandoned."

The writer of this history appeared before Wasco County Court and asked, "Since Wasco County owns the railroad through tax judgement, why can't it be leased for logging railroad purposes to provide payrolls for some of our hundreds of unemployed, rather than sell it to the junk men, who in turn will sell it to the Japs and the Japs will fire it back at our boys--soon as we go to war?"

The Judge answered, "Wasco County does not want to be in the railroad business!"

So the Great Southern railroad was sold "indirectly to the Japs for Junk" (along with the Bend branch of the U.P.); Wasco County paid out many times more than \$35,000 for families on relief and a permanent sawmill payroll for Friend, Dufur and The Dalles was forever removed in exchange for \$35,000! This railroad had timber leases reaching almost up to the Mt. Hood Loop road! This costly blunder has no equal in our history!

The William Heisler Family

"Grandpa" Wm. Heisler, the old 1846 Mexican War Veteran stockman of Dufur and Prineville, was born in Penn. (1828) son of John and Catherine (Yost) Heisler. He was apprenticed as a cigar maker and served 18 months during the Mexican War in the army and helped build fort Kearney, Neb. following the Whitman massacre, to help protect emigrants from the Indians, under Col. Powell and was discharged in the fall of 1848 at Ft. Levensworth, Kan. In the spring of 1849, as a young man of 21 he headed for the gold fields of California by covered wagon ox-team with 4 companions and worked in the mines at Weaverville and other places with moderate success. He returned home by boat around Cape Horn arriving in Missouri June of 1851. On Dec. 4, 1851 he married Martha McConnell the daughter of John and Polly (Hill) McConnell in Cedar Co. Mo. where she was born in 1834.

In March of 1852 they started for Oregon by covered wagon and ox-teams, this being the second trip for this "veteran of the plains", but this time it was to Oregon. His wife's brother Sampson McConnell made the trip with them in a train of wagons. They crossed the old Barlow road arriving at Foster's toll station August 18 and shortly thereafter their oldest son Monroe was born in the covered wagon where they lived that winter. Next spring Mr. Heisler took a Donation Land Claim 9 miles south of Salem later selling it to Gov. Gains of Oregon and took another claim in Lane Co. In 1868 he bought near Brownsville. In 1870 he sold and went to Prineville in the spring. That fall he brought the wagons and cattle to Prineville. It was on that trip that Susan and Monroe Heisler were driving the cattle ahead of the wagons and became separated compelling the children to remain all night with the cattle and without food. There were only 13 settlers in the Prineville area when they arrived. They had to haul their first lumber for their house and store over the Cascade mountains from Linn county, paying 3¢ a pound freight costs. Mr. Heisler built the first store in Prineville and remained in business there until 1880 when he sold to Arther Breyman and John Summerville and came to The Dalles.

As stated on page 313 Daniel Thomas, another old Mexican War veteran of 1846 operated the first post office of Prineville in Grandpa Heisler's store where he clerked and he too later settled at Dufur where his son Lindsay B. Thomas was postmaster from 1895 to 97.

In 1882 Wm. Heisler opened his store in Dufur. There was only 5 houses and a blacksmith shop in Dufur (besides the Williams store and 15 Mile House). In 1886 he sold his store to A.J. Brigham and went into the cattle business with his sons in Crook county to 1897 at which time he bought the Dufur Flour Mill which he operated until 1903. He died in Dufur in 1905. His children were:

1. Monroe Heisler, carpenter and contractor of Dufur, was born near Salem (1852) came to Dufur in 1882 with his father where he worked in the store and then went into the cattle business with his father for 8 years. He married Cynthia White, daughter of Edward and Catherine (Burkhart) White. Children:
 1. Charles M. Heisler, born at Prineville (1879) married Eva Powell, daughter of Isaac and Adelia (Culver) Powell of Tygh and farmed at Dufur and their children were Blanche and Stanley who died single and Kenneth, lawyer of Washington, D.C. who married Alice Collard and had Kenneth, Alice, Cynthia and Elizabeth; and Donald Heisler, District Attorney of The Dalles who married Wilburta Dalkendurgh and have Stanley, David, Susanne and Donna Jean.
 2. Claude N. Heisler of Newport married Margaret -- and had Violet and Vincent of Salem.
 3. Clarence Heisler married Dolly Smith and had Lane Heisler Dalles Dentist; Robert and Ivetta, Dufur.
 4. Harold Heisler of Portland married Gladys Haynes and has son Glenn of Portland.
 5. Minnie Heisler (Mrs. Park Bolton) and had Vern Bolton of Wrentham and Lois (Mrs. Leon Crawford) Prosser.
2. Alexander Heisler, son of William and Martha Heisler Dufur and Prineville cattleman was born in Linn county (1857) and married (1892) Agnes Gilmore, daughter of Benjamin and Elizabeth (Lantzenhizer) Saunders and their children were:
1. Ada (Mrs Cassie Woodford) Dufur farmers on the Harvey Carlson or Jim Nolan place; and had:
 1. Florence (Mrs Leland Fulton) Fairbanks who have Wynona Nye of Boyd and Dona (Mrs Luke Goin) Dalles.
 2. Vale (Mrs Irl Davis) Dufur and had Dorothy Dam of Canby; Earl of Tygh and Doris Marson, Molalla; Mary Yauntz, Molalla and Ronald of Canby. Second marriage (Mrs. Wm. (Ada) Fulton).
 2. Eva (Mrs. Tom Carson) The Dalles where Mr. Carson is a railroad conductor and they have Helen of Seattle and Marjory (Mrs. Chester Peetz) Portland.
 3. Bruce Heisler died single.
 4. John Heisler of Greenville, Calif. had no family.
3. Wm. H. Heisler son of Grandpa Heisler lived in Portland.
 4. Louisa Heisler (Mrs George Cary) daughter of Grandpa Heisler lived in Yakima.
 5. Jefferson Heisler son of Grandpa was a cowpuncher and Klondike gold miner, died single.
 6. Susannah (Mrs. Wm. T. Vanderpool) daughter of Grandpa Heisler -- Biography under Vanderpools.
 7. Mary (Mrs Willard L. Vanderpool) daughter of Grandpa Heisler --- Biography under Vanderpools.
 8. Catherine (Mrs Andrew Howie) stockmen of Pine Hollow died at Yuma, Ariz. (1896) no family.
 9. Annie (Mrs. John McAtee) of Dufur and Tygh (daughter of Grandpa Heisler). Mr. McAtee worked at the Dufur Flour mill and clerked for Johnston Brothers. The family later went to Los Angeles. They had a son Lawrence McAtee.

Cassie Woodford Biography

Cassie Woodford who married Ada Heisler, daughter of Alexander (above) was son of Christopher who went to the California gold mines with his father Davis in 1849 from N.Y. and later established Woodford, Nevada. They came to Dufur in 1900 where David died at 90 and where Christopher farmed. Besides Cassie Woodford there was Looman of Dufur and Hood River; Mable (Mrs Wm. Simpson) who lived down on the coast and Pearl Anderson of Seattle. Grandpa David Woodford came from London to N.Y. -- Woodford and Alexander Heisler biographies by Ada (Mrs Cassie Woodford -- Wm. Fulton) The Dalles. -- Grandpa Wm. Heisler biography from the History of Central Oregon. Biography on the rest of the Heisler family was provided by Donald Heisler, attorney of The Dalles.

The Johnston Family

Many changes have taken place in Dufur since 1884 when T.H. Johnston first picked out the peaceful Dufur valley as a site for his general merchandise business. Dufur was then a backwoods town, no paved roads, no electricity, no modern conveniences. The automobile was unknown. Passenger boats and freighters plied the Columbia. The horse was still man's best friend. The Johnston store has been a monument to the vision and energy and foresight of the Johnston Brothers and associates who later became partners in the enterprise. August 1936 marks the date when the firm quit the merchantile business in Dufur.

T. H. Johnston, the original founder of the store, was born at Centerville, New Brunswick, Canada as was all his brothers in the firm, sons of James and Amy (Cogswell) Johnston of Centerville where they all recieved their early education. In 1876, at 22, T.H. Johnston came west looking for fame and fortune. Three years in California convinced him that the Golden state was not all gold, so he headed for The Dalles, a thriving town on the banks of the Columbia. There he engaged as a purser on the river steamers and in the O.S.N. shops as a finished carpenter and upholstery man on their passenger cars.

In August 1884, then a young man just past 30, he purchased the general merchantile business of C. A. Williams of Dufur. In November his brother G.W. Johnston joined him and the store became known as Johnston Brothers and its reputation for service and quality merchandise became well known throughout the Mid-Columbia region and 52 years in business added considerably to that reputation. But the years took their toll and the brothers are no longer young and the burden is too great.

In the fall of 1904 with W. A. Johnston of The Dalles, a distant relative, the company was incorporated under the name Johnstons' Inc. with T.H. Johnston, president; W.A. Johnston, vice-president and G.W. Johnston, secretary and treasurer and general manager which capacity he served in until 1936. G.W., as he was effectonately known, became president in 1928 after the death of W.A. Johnston. In February 1921 W. N. Evans, and employee of the firm since 1904, became a member of the company and served as secretary-treasurer for several years. In earlier days the store employed as high as 8 clerks and customers for miles around loaded up their 12-horse wagons with supplies to last 6 months or more. The passing of the Johnston store will leave the town without a dry goods or hardware store. The sale, by Hatfield & Co. will take place Saturday August 8, 1936.--Dufur Dispatch; Ed Limmeroth scrapbook 2.

The funeral for George W. Johnston, prominent Dufur banker and merchant was held Dec. 10, 1936 following his death in Portland and at his request Judge Fred W. Wilson of The Dalles delivered remarks at the funeral. He was 78 years old.

John C. Johnson, prominent banker and merchant of Dufur ended his own life in August 1937, after suffering 9 years with cancer at 83. He spared even his closest friends the knowledge of his illness, a growth beneath his tongue which physicians in the east, 9 years before his death, told him would be fatal within one year! During that period of time he continued active in business and social life attending dances and generally the last one to leave. He called daily at the bank for consultations with Mr. Brodie. He never complained to his friends about his health. In his farewell letters to his friends he revealed the circumstances which prompted the taking of his own life and had weighed all the issues involved before shooting himself in his room at the Balch Hotel August 13, 1937. --Dufur Dispatch; Ed Limmeroth scrapbook 2; Dufur Library.

The biography of Thomas Huest Johnston appears on page 313 of this history and repeated here:

Thomas Huest Johnston

Was born in Centerville, N.B. Canada (1852) son of James and Amy (Cogswell) Johnson; went to California in 1876 and to The Dalles in 1879 where he worked as purser on river steamers, in the upholstery shops of the O.S.N. Co. and for Ed. Wingate & Co. In 1884 went to Dufur and bought the C.A. Williams store and organized the firm of Johnston Brothers (1904) built the fine brick store building; promoted the building of the Great Southern railroad; brought electricity to Dufur by helping organize the Wasco Mill; organized the Johnston Brother Bank and the Johnston Land & Livestock Co. He married (1882) Laura Krause, daughter of George and Emma (Murhard) Krauss of The Dalles and their children were: 1. Amy (Mrs James Clausen) of Dufur who had Edna (Mrs A.J. Detch Jr.) San Francisco; 2. Edna (Mrs C.L. Marshall) Portland.

George W. Johnston

Brother of T.H. Johnston also came to The Dalles in 1879 where he worked for the O.S.N. Co. 5 years then joining T.H. in Johnston Brothers store in 1884 and dealt in livestock. He married (1888) Kittie Reed, daughter of Robert and Mary (Davis) Reed-Wells Fargo agents in The Dalles in 1888 and a sister of Chas Reed, Dufur attorney. They had one child Lucielle.

Samuel B. Johnston

Brother of T.H. Johnston was the manager of the Johnston Brother Land & Livestock Co. of Dufur and did not come to Dufur until 1891. In 1896 he married Annie Neal, daughter of Milton and Margaret (Ward) Neal and sister of Richard Neal of Boyd. Their children were: 1. Kate (Mrs McClintock) Portland; 2. George Johnston, single, of Portland.

John C. Johnston

Brother of T.H. Johnston went to San Francisco in 1876 and worked with T.H. in The Dalles for French and Gillman 9 years and joined the Johnston Brothers at Dufur in 1890. He married (1888) Josie Laing, daughter of John, a Civil War Veterans and Frances (Hayward) Laing. Their children were: 1. Hazel (Mrs H. E. Carlton) Dufur who had Peg (Mrs F.C. Clausen) Boyd and Kathryn (Mrs Lee Argal) Los Angeles; 2. Lucielle (Mrs Frank Normandin) Dufur; 3. Helen, died single.

J. Henry Johnston

Was a Wheeler county stockman, not a member of the Johnston Brothers firm; married Maude Peabody the daughter of Frank of Dufur and had: 1. James H. Johnston of Portland; 2. Genevieve (Mrs Herbert Forsythe) Portland; 3. Gwendoline (Mrs Bilderback) Portland; 4. Husten of St. Helens; 5. Claire of Portland; 6. Sam of Seattle and 7. Tom of Portland.--Biography by Mrs. James Clausen and History Central Oregon.

The James Underhill Family

Mrs. James (Clara Hargrave) Underhill of the Dufur-Boyd area was born near Madison, Wis. (1850) and came to California by covered wagon (1855) and in 1867 married James Underhill at Santa Rosa settling at Boyd in 1879. Just before her death Grandma Underhill (1938), "an alert bright-eyed young lady of 89" wrote for The Dalles Optimist the following story:

There were 100 wagons and they made up 2 trains with 2 captains, Hargraves and Simmons. We crossed the Missouri at St. Louis April 1, 1855. It took all day to cross on the ferry. We camped that night in the cottonwoods. The following day the men were called up by the captains and got their orders which read, "Anyone who is afraid should go back now, he isn't wanted." It was hard for some of them for they knew the danger confronting them. There were several tribes of Indians at war with one another at that time.

The men were told by the captains that if they obeyed orders, they would get through with less trouble for at any time they might have to fight with their lives to protect the women and children. However with the thought of the gold rush to California and the fertile lands of Oregon, they would not turn back. Indeed, some of those who were most afraid at the start proved to be the best fighters before we reached the end of the journey. We were told to make no talk with the Indians, to only answer them and send them to the captains, since they were known to be men of few words and sensitive.

We were 5 months travelling from St. Louis to Hangtown, California. We had a cow which we drove with us and my sister Anne, 18, milked this cow morning and evening. Mother had a tin churn in the wagon in which she kept the milk. I had an uncle and cousin, who came across the plains and one day the cousin got a stone bruise on his heel. He had not slept for 3 days and nights and had driven a team all day. When we camped mother made a bread and milk poultice, by the camp fire, and told him to lay down and she would place it on his heel. By this time sister Anne had to go to milk the cow. She picked up the bucket and mother said, "You had better take the revolver with you." One of the younger boys said, "Here, Ann, take my gun." He held out his revolver, but when she went to take it, he drew it back saying, in a joking manner, "Will you take it now or wait till you get it?" My sister being high tempered told him to "keep his old gun."

By this time the cow had gone quite a distance from the camp. She caught up with the animal, sat down and got her milked. On account of the cottonwoods along the river, she could not see very far. Suddenly she heard the Indians coming. She jumped up, grabbed her bucket of milk and started for camp. Before she could get there an Indian overtook her. He rode beside her and patted his horse for her to get up with him. She shook her head and kept on running. Then the Indian took out his rope. She looked back just as he was about to throw it over her. She swung around and knocked the rope out of his hand, by throwing the bucket full of milk at him. This made the Indian angry. He had in his hand a lance, with a wooden handle about a foot long, with a steel spear 5 inches long, on the end of it. This lance was fastened to a rope, which he held in his hand. He stabbed her on the left shoulder, with this lance, 5 times, and the 5th time she fell!

By this time the men at the camp were shooting at the other Indians. Mother ran to Anne's assistance and reached her with a rock in her hand, just as Ann fell. Mother threw the rock at the Indian, with all her strength, hitting him on the head. He fell off his horse and shortly afterwards 2 Indians rode up and carried him away on their ponies. By this time the Indians were trying to circle the camp. The men at the river heard the shooting and arrived just in time to prevent the savages from surrounding it.

Mother though Anne was dead. She had lost much blood, but the 2 doctors in the train had dressed her wounds, when she regained consciousness. About this time mother thought of my cousin, who had the stone bruise. She ran to him and grabbed him by the shoulder, exclaiming, "Are you hurt, Jimmie? Have they killed you?" He looked at her and said, "Aunt Hanna, what is the matter? Oh good it doesn't hurt a bit." She said, "Thank God you are not hurt. I am afraid Ann is killed." He jumped to his feet and ran to the wagon where Ann was laying. He was covered with dust and ashes, for the Indians had torn through the camp scattering the camp fires. But he had been so utterly worn out that he slept soundly through it all and knew nothing about it (the fighting) until he woke and found the Indians routed.

The Underhill children were: James R., Harry G., Guy A., Bessie C., Edwin G., Johnny, Donna Bernice. Mrs. Clara Underhill died at Boyd in 1938. Her son Harry died there in May 1939 and his sister Bessie died in March 1939. Arthur J. Underhill, prominent and successful Boyd farmer was another one of the sons of James and Clara Underhill, and he had sons Jim and Bruce of Boyd. Edwin G. Underhill had no family and Harry G. had Johnny and Clara.--Ed Limmeroth scrapbook; Dufur Library.

Charles L. McCafferty

Was Boyd Rural Mail carrier 22 years, starting Nov. 30, 1910 with 2 horses, a buggy and sleigh. He worked his horse Bess 5 years and Topsy 2 years. The route first ran up 8 Mile and over Indian trails across Pleasant Ridge, down Jap Hollow and back over Ward Hill to Boyd, each day. In bad winter weather he often had to lead his team across ditches washed across the road, by lantern light, returning to the office at 9 and 10 at night. He was only sick 20 days in 22 years and was a man 6 feet tall and weighed 240 pounds. In 1933 he expected to retire in 5 years but a weakened heart hastened his premature death before retirement. In 1910 when he came to Dufur-Boyd vicinity there was lots of work in the big Dufur orchards, as well as on wheat and stock farms. He was born at Astoria (1873) and came to The Dalles with his parents in 1874 and went to Dufur to work on ranches in 1892 until he became a rural mail carrier in 1910, first up 8 Mile and later up Easton Canyon and Center Ridge. In 1903 he married Della Grazier whom he said, "Was the prettiest girl on his route." Their children were: Jesse who lives in Washington; Ralph, last known to be in LaGrande; Marcia, died single; Irma of Portland; Bud of Dufur; Mrs. Ted Zogg of Portland and Mrs. George Richart of Portland.--Ed Limmeroth scrapbook; Dufur Library. He had rode 55,000 miles by horse and buggy before the roads permitted use of cars!

George W. Marvel

George W. Marvel of Boyd and Dufur was born in Indiana (1844) and he married Samantha Lever and their children were: Arthur Marvel of Boyd; Frank Marvel of Roosevelt, Wash.; Charley Marvel of Arlington and Mrs. Thomas W. Atkinson of Portland. His first wife died in 1860 and he married Fannie Schantz and they had 6 children: Florence, Nellie, Ruth, Lillian, Charlotte and Ray. The family came to Oregon in 1886 to a ranch near Arlington where the family attended the Methodist church and where its minister (1887) married the oldest Marvel daughter.

The Rev. Thomas Atkinson and his new bride of 20 moved to Wasco, then to Dufur for 3 years where he taught school to supplement the church income. From Dufur they went to Bickleton and then to Payette, Idaho and then to Haines where Rev. Atkinson's voice failed and he had to quit the ministry. They moved to a farm near Ione. Occasionally Rev. Atkinson did preach and one Sunday morning he was asked to lead the services at Heppner. They were having dinner at the home of one of its members when they heard a roaring sound, followed by a wall of water carrying houses, stock and people right along with it. Rev. Atkinson helped find the bodies of more than 200 who were drowned there in 1908.

The oldest child of Rev. and Mrs. Atkinson was Daisy (Mrs Clyde Lyman) Ashland; Gladys of Medford; Lois and Pearl of California; Velma of Portland; George of Pleasant Home; Earl of Portland; Hattie (Mrs F.S. Reeves) Portland; Lucielle (Mrs (Dr) Fred Linstrom) Astoria. Rev. Thomas Atkinson for more than 20 years was caretaker and janitor for the Sitton school at St. Johns.

George W. Marvel lunched on the 4th of July 1852 with Abraham Lincoln. The incident was unusual. He and his brother Braxton, who remained in Illinois, worked hard "laying by" the corn crop. Their father Wiley Marvel rewarded the boys by allowing them to attend the celebration and giving each boy 10¢ to squander. The speaker of the day was Abraham Lincoln, a local country lawyer (later President of the U.S.). Following the program the boys took their corn prone lunch and sought a shady spot along the road where they sat down and started to eat. Lincoln came along and saw them. He inquired what they were eating? They told him and invited him to join them and the tall homely man did just that and while he munched corn he told the boys some good stories.

Mr. Marvel's mother was Charity (Clark) Marvel whose family was from the Carolinas and Georgia before moving north to the Ohio valley. George Marvel continued to work on his father's farm in Illinois until he was 21. In 1866 he married Samantha Lever daughter of Fleming and Elizabeth Lever. The family came to Gilliam county in 1887 living on a farm 11 miles south of Arlington near Olex where he raised vegetables as well as stock. His second wife died in 1913 and he then sold his interests to his son Charles and went to Monmouth with his 2 youngest daughters to make his home, later returning to Boyd where he was a mail carrier for a while. At the time of his death at Boyd in Sept. 1938 the obituary listed sons: A. A. Marvel of Boyd; Frank Marvel of Roosevelt; Chas Marvel of Olex and Ray Marvel of Friend and daughters: Mrs. F.W. Atkinson, Portland; Nellie Chapman, Cascade Locks; Mrs. Archie Greenlee, Clackamas; Mrs. Charlotte Adkisson, Boyd. The more detailed biographies of A. A. Marvel are listed on pages 289 and that of the Adkisson family on page 288, both under Boyd. --- Limmeroth scrapbooks.

Joseph Henry Sherar Names Many Towns

Joseph Henry Sherar, whose more detailed biography appears under Sherars Bridge (page 236) one of the earliest pioneers of Wasco county and eastern Oregon, in 1862 operated a pack train from The Dalles to the mines of eastern Oregon before there was any roads and lived at Dufur before he went to Sherars.

He named Antelope, in 1862, while operating his pack train to the mines, after running across a herd of antelope in Antelope Valley, from which the post office took its name when Howard Maupin became the first postmaster in 1871. He named Bakeoven after the old "Dutch Oven" his German cook built at the spring of Bakeoven, where they stopped for the night; and which he hastily built of rocks and mud so as to be able to bake a batch of bread. The name of the Bakeoven post office was taken from that "open air fireplace". He named Cross Hollows (Shaniko) 8 miles beyond Bakeoven, where there was a very fine spring at the head of where two hollows crossed, where his horses could be watered and plenty of good feed was available. He named Gold Camp after the episode when Berry killed Gallaher for his gold and pack train. He is credited with naming Muddy Creek and Burnt Ranch. They (he and his German cook) named Bridge Creek because that was one creek they did not have to ford; they crossed on an old log bridge built by Shoeman and Wadley. They named Alkali Flat, where the first hotel in that part of the country was erected in 1863 for miners, pack train operators and pony express riders, before the stages and freighters by horse and wagons.

He named Sherars Bridge where he maintained his toll bridge, toll roads and operated his large horse ranch for mounts for riders, teams for freighters and stage lines. Before 1860 emigrants were ferried across the Deschutes at Sherars, (the river being 10 feet higher than the present bed, at the ford a mile above the bridge, which would be impossible at that sight now on account of the 10 foot drop into the water from the river's edge). Indians, living at Sherars ferried the women and children over in canoes and assisted the men in hauling the cattle and stock through the swift waters by means of ropes on saddle horses attached to the rigs and stock hitched thereto. In 1860 Todd & Jackson built the first foot and pack train bridge, which fell into the river and rebuilt in 1862. Todd bought out Jackson (of Dufur) and in the fall of 1862 sold to Ezra Hemmingway and Robert Mays; two prominent Dufur pioneers. Hemmingway bought out Mays and Jacksons interests and sold to O'Brien, another man from Dufur. In 1871 Sherar, another Dufur pioneer, bought the bridge from O'Brien for \$7040. Travel by emigrants, miners, freighters and stages were at the peak in those days and Sherar spent \$75,000 improving roads, 66 miles of them in all 4 directions, but the heaviest expense was the 3 grades down into the canyon (the grade to The Dalles and Tygh being the same for a while). He also bought the White River Flouring Mill and put up his own sawmill. He ran 6500 head of sheep besides the horses and mules he raised. He ran the stage station on The Dalles to Canyon City and Dalles to Prineville runs and was postmaster at Sherars. --- Fred Lockley, Oregon Journal, Jan. 9, 1933; Ed Limmeroth scrapbook 2; Dufur Library.

Dr. J. L. Elwood

Dr. J. L. Elwood whose biography appears on page 242 under Tygh, was an old fashioned country doctor who answered calls on horseback before there were roads for buggies or automobiles!-at Tygh, Wapinitia Flat, Warm Springs Indian Reservation and at Maupin, Bakeoven, Criterion territory. He is credited with performing as many "kitchen table operations" as any of the older doctors in the state of Oregon! During his earlier years at Tygh and Maupin he learned the Indian jargon for better service to the red men of the reservation.

He was buried with military honors, in a flag draped casket at The Dalles in April 1937. He was 48 at the time the he entered World War 1 in 1917 as a lieutenant in the medical corps being discharged in 1919. He fought the flu epidemic among military men in 1918 and saved an unusually large percentage for which he was given a military citation. He was born(1868) at Leesburgh, Ohio and after finishing his medical studies came west to Ellensburg, Wn. where he practiced first, then to Gardner, Ore. and to Tygh in 1897. He married Ora Hatfield of Ellensburg. While his sons Darrel and Ogden were attending high school he moved to The Dalles and handled Dr. Brown's practice. But he preferred the wide open spaces and after 2 years went out to Dufur and took Dr. Dodds practice.

At Maupin he established a drug store as well as a medical practice, later taking Dr. Stovall into the drug store with him, Stovall eventually becoming the sole owner.--Ed Limmeroth scrapbook 2.

William Edwin Hunt

Some of the story of Wm. E. Hunt appears on pages 243 under Tygh and part on page 263 under Criterion. This additional data from the Ed Limmeroth scrapbooks was not available at the time the above pages were being composed. It is interesting history from the Dufur Library and is worthy of preservation herein.

Wm. E. "Billy" Hunt, as his friends and neighbors knew him died Oct. 8, 1937 from a stroke of paralysis. He was one of the most prominent stockmen and largest property owners in the county. He had suffered a light stroke, some months previously, but his active nature prevented his sitting back and taking it easy. He died as he much preferred, "at the end of an active day."

He was 71 years old(1937)being born at Sacramento, son of George Hunt, a native of Maine and Nancy Brown of English descent. He attended public schools at San Francisco and came to Salem at 15 then to Tygh to work for his uncle James Brown, pioneer stockman; then for R.R. Hinton of Shaniko for whom he herded sheep. He also worked for Horatio Wells and Joseph Henry Sherar. In the meantime he began to accumulate a band of his own sheep, by buying up small lots of lambs and acquiring grazing lands. He was thrifty and his holdings grew until at the time of his death he owned 17,000 acres. He developed a keen business sense and became one of the most successful stockmen of Wasco county.

He married Rojinia Campbell(1904)a homesteader at the head of Booten canyon where he had also taken up land and made their permanent home on her homestead. Their children were: 1. Genevieve of Portland; 2. Wm. of Maupin and 3. Clarence of Corvallis and Maupin. His keen interest in the Wasco county fair at Tygh, which he personally directed and financed in his capacity as president was one of his most outstanding accomplishments. His love for racing came from the fact that he jockeyed in his younger days. He was president of the Maupin State Bank; director of the Pacific Wool Growers' Association and a member of the Oregon Wool Growers' Association and the National Wool Growers' Association. He owned and operated the Hunt's Ferry at Maupin from 1908 until the bridge was built. He was a Criterion school director and a member of the Wasco County Pioneers' Association.--Ed Limmeroth scrapbook 2.

Tygh Flour Mill Burns

Fire last week destroyed the old Tygh Valley Flour Mill(Aug. 27, 1937). It was an old landmark at Tygh and patronized by many farmers for custom grinding. It was owned by W.B. Knox. It was a 3-story building and Mr. Knox was working on the lower floor when he heard a roaring noise upstairs. On climbing the stairs he found the upper part of the building a roaring furnace. It was believed the fire was caused by dust explosion and the building was completely destroyed, including 45 acres of nearby brush land and pasture, threatening wheat fields for a time. It was held in control by Howard R. Robinson, county fire warden and volunteer help.

The mill was built before 1878 and equipped with stone burrs shipped from Scotland around the Horn and used to grind coarse graham flour up to the time of the fire. Wm. McCorkle purchased the mill in 1878 based on the water right date for the mill calling for 18.6 second feet. Taxes were paid on a 42 horsepower mill. It was made of hewn timbers fastened together by wooden pins. The rollers for flour were installed in 1888. Mr. Knox became owner in 1920. It had a capacity of 30 barrels of flour per day. Its Tygh Valley Farina was a well known product. In the early days the bran by-product was dumped into Badger creek as worthless. Its "mill run" included everything but the flour.--Limmeroth scrapbook.

Aunt Moll Nichols

The story of aunt Moll Nichols of Antelope, Prineville and Tumalo, daughter of Frank Nichols, early sheriff of Wasco county and druggist of Antelope and Prineville; was a small girl when Antelope was a large and roaring wild town of the west. She became known far and wide as a fine horsewoman. After they left Antelope the father operated the first drug store in Prineville. When fire destroyed it they moved to Laidlaw(Tumalo), a booming western town, larger than Bend, in railroad construction days and irrigation days which followed supporting 2 stores, a meat market, restaurant, hotel, livery barn, blacksmith and newspaper. Nichols and his daughter Molly ran the hotel. Later they bought the largest and finest house in Tumalo where Mr. Nichols died. Aunt Moll continued to live in the big house until 1934 when she moved to Grants Pass to live with relatives; and it was there "that she mounted her saddle and cantered out on the long trail which takes all old pioneers over the Great Divide into the land of Tomorrow."--Ed Limmeroth scrapbook 2; Dufur Library.

Andrew J. Dufur, Sr.

Andrew J. Dufur Sr. (1822-1897) was a native Vermont son of Andrew, Veteran of the War of 1812; raised and educated near Williamstown where he married Lois Burnham. Like thousands of others he felt the inspiration to go west to seek his fame and fortune with his wife, 3 sons and oldest daughter they headed by covered wagon ex-team (1859) across the plains to California. Opportunities did not seem as bright in California as they had pictured so they came on up to Portland the next year where he Mr. Dufur settled on his claim, 6 miles out, and eventually acquired 800 acres of land. The Dufur children were all raised on this Portland farm and educated in the Portland schools, the best in Oregon and the main reason for the family remaining in Portland. Mr. Dufur was a very popular man and legislative representative from Portland. He was commissioned to represent Oregon at the Philadelphia Centennial Exposition in 1876 gaining much publicity for Portland, Oregon and the Pacific Northwest making his popularity grow in leaps and bounds. Many citations, medals and gifts were showered upon him in Portland upon his return and BOTH the Democratic and Republican parties wanted to endorse him for Governor of Oregon! Such a double endorsement was tantamount to being assured of the Governorship even before any election was ever held. But in those days the salary of governor was so low that unless the holder of the office had outside income he couldn't even pay the cook and grub bill! There was always lots of responsibility with the job.

Then too he had promised his wife at Philadelphia that when they got back to Portland he would retire from public life and devote the remainder of his life and attention to her and his children and gradually close out his holdings and business affairs in Portland and retire to Dufur. He thanked his friends in Portland for their sincere gratitude but bid them farewell and moved to Dufur in 1878, the year C.A. Williams, first store operator in Dufur, wanted to establish an official post office in the place of the "unofficial office" being conducted in the 15 Mile House. He knew of the wide popularity of Mr. Dufur and all the fine things he had did for Oregon and wanted to honor him by naming the Dufur post office and settlement for him. Mr. Dufur objected and suggested the name Williamsburg, the town in Michigan where Mr. Williams came from as well as the town the Dufurs came from in Vermont. But Mr. Williams submitted the name of Dufur which was approved by the post office department.

Andrew J. Dufur, Sr. died in Dufur in 1897. His children were:

1. 1. Andrew J. Dufur, Jr. (1847-1914)

Andrew J. Dufur, Jr. and his brother Enoch Burnham Dufur, both crossed the plains with their parents to California and then to Portland where they were educated and also attended the Pacific University. They came to Dufur in 1872 looking for sheep and stock ground and bought 800 acres which included what is now known as the City of Dufur townsite from Joseph Beezley who had bought from Washington Walker. They continued in the sheep business and operated the 15 Mile House and expanded until they acquired 2300 acres and acquired several thousand sheep and some cattle and horses to farm with. They had the foresight to see that Dufur would eventually become a townsite and by 1880, soon after The Dalles to Wapinitia stage and mail line was established (1878) platted the town of Dufur, laying out its streets and blocks and filing the plat with Wasco County Clerk. They never encouraged any one to purchase a lot in Dufur who was doubtful about making his permanent home there! They wanted no speculation in real estate in Dufur and there never has been any. Homesites were sold primarily to farmers who wished to bring their children to Dufur during the fall and winter months for educational purposes and hardly more than a block makes up the entire "business district" of Wasco county's second largest city! It is such a "conservative town" that very little progress has been made in its 70 years of existence! It had a saw mill 100 years ago and still has a sawmill, the only industry in town! The flour mill and railroad have gone, but the population has always been about the same, between 500 and 1000. The conservative vision and plans of the founding fathers have almost religiously been adhered to. It is primarily a quiet little town for retired farmers today, the same as it was in 1880 when Andrew Dufur laid it out!

In 1869 Mr. Dufur married Margaret Stansbury, daughter of John and Anna (Hughes) Stansbury 1862 emigrants to Portland from Indiana; and their children were:

1. Lois (Mrs. Chas P. Balch) Dufur hotel and stockman and druggist. Mr. Balch was born (1860) in Wisconsin son of John and Caroline (Stevenson) Balch. He came to Wasco county in 1883 and married Lois Dufur in 1889 and engaged in the sheep business; and opened the Balch Hotel in 1908. He sold his drug store to Henry Johnston in 1914. In 1910 he operated a stage from The Dalles to Dufur. In 1918 he sold his farm west of Dufur to H.E. Carlton and went to Portland and engaged in the grocery business (1923).
2. Anna (Mrs. Harry A. May) lived in Portland.
2. ENOCH BURNHAM DUFUR, son of Andrew and Lois (Burnham) Dufur came to Dufur with his brother Andrew Jr. in 1872 and was the sheep herder and stockman of the family who studied law, while herding sheep and afterwards became a prominent lawyer of both The Dalles and Portland. Jointly founded Dufur with brother A.J. He married Carrie Menefee, daughter of Wm. R. Menefee of Dufur; children are listed below: -----
3. Nellie (Mrs. Wm. Lambert) Los Angeles.
4. Arabelle (Mrs. T.W.S. Slusher) M2 (Mrs. Wm. Staats) Maupin.
5. WM. HENRY HARRISON DUFUR; born Vt. 1854; came west with parents by covered wagon; graduate of Portland academy; came Dufur in 1876, owned 1500 acres which he farmed; organized Ramsay Grange and was Master until his retirement in 1908; was legislative representative and forest supervisor. He married (1876) Mary Alexander and their children were: 1. Mrs. Blanche (John Greer) Los Angeles; 2. Andrew B. Dufur of Portland who has a daughter Mildred Moon of Walla Walla and Elizabeth Gutsch of San Francisco.

Charles Calvin Cooper by Fred Lockley

Charles Calvin Cooper has operated a harness store in Dufur for 33 years!

"I was born on the Sweetwater river July 7, 1863, while my parents were crossing the plains to Oregon. I went to school as a boy, in the country school house in the Bethel hills of Polk county. Our farm was at the Yamhill county line, not far from the Watson farm. We moved to Salem when I was 11 years old where I attended the East Salem school a year or so. From Salem we moved to Silverton where my father Daniel J. Cooper bought the Silverton flouring mills from Al Coolidge and Jack McClane. My teacher at Silverton was George Peebles and his sister Alice taught there. George was later superintendent of schools at Salem.

"From Silverton we moved to Fairbanks(1878)on 10 Mile(lower 15 Mile)in Wasco county where father bought Colonel James Fulton's band of 300 horses. Fulton retained his racing horse, Red Buck. In those days my father got \$40 to \$60 for horses weighing 1050 to 1500 pounds. I attended Wasco Independent Academy at The Dalles, when Dr. T. M. Gatch was president. While father was running stock on 10 Mile (Fairbanks)I helped drive a band of horses over the old Mullen Trail to Helena and Missoula, Montana. We camped on Prickly Pear Flat, near Helena, where we sold most of the horses at \$65 a head. Later I helped drive a band to Hamilton, Montana.

"Smith French, who was born at Holland, Vt. went to The Dalles about 1875 to visit his brothers. He went to California for a while but returned to The Dalles in 1877 and bought out Samuel Brooks' half interest in the firm of Brooks & McFarland which then became McFarland & French. I went to work for this firm when I was 22 and worked for 3 years. Smith French was a stockholder in the Wasco Warehouse Milling Co., for which I worked for 4 years. I then worked for Henry Kuck, who had a harness store. In the next few years I learned to make harness, saddles, pack saddles and chaps.

"After a few years I went to Shaniko and started a harness store of my own. Shaniko was named for August Scherneckau, who started a stage station on the route from The Dalles to Central Oregon. A post office was started in the spring of 1900, with John D. Wilcox, postmaster. I sold my shop at Shaniko and in 1903 started this shop in Dufur.

"In 1891 I married Nellie Bailey. We have had 4 children. Rodney works in the U.S. National Bank at The Dalles. Eleanor married Reed Burtner and lives at Portland. Calvin also lives at Portland. Forrest is employed by the Oregon state highway commission. I have served on the council at Shaniko and as mayor of Dufur. I put in 2 years a city recorder here and have been school clerk about 20 years.

"My first school was at Zena and my first teacher was my aunt Patty Cooper who married Mike Kraft at Hood River and now lives at Elk City. My next teacher at Zena was a daughter of Major Walker, who later married Dudley Henry of Spring Valley.

"My father Daniel J. Cooper was born in Tennessee August 23, 1836. He drove cattle from Missouri to California in 1857. He went to Fraser river gold mines in 1859. He returned to California and then to the east in 1861 by way of the Isthmus. He enlisted in Co. C 14 S.M. cavalry on April 3, 1862. He later enlisted in the 75th regiment E.M.M. serving a quartermaster sergeant until the spring of 1863, when he crossed the plains to Oregon. He was married May 9, 1861 to Arvazena Angeline Spillman, who was born April 13, 1845. He settled in Spring Valley, Polk county, about 7 miles from Salem. With his brother Jacob C. Cooper he bought wheat at Lincoln Landing. Later they started stores at Zena and Perrydale. Zena was named for his wife Arvazena and her sister, Mrs. Melzema Cooper. Father traded a fine Missouri jack for a farm about midway between Zena and Lincoln. After selling the stores at Zena and Perrydale he bought the Silverton flouring mills, later selling them and moving to Wasco county in 1878. The family crossed the plains in 1863.--Oregon Journal Nov. 13, 1938; Ed Limmeroth scrapbook; Dufur Library.

Frederick Clausen

Wasco county commissioner and 1610 acre wheat and stock farmer of Dufur was born(1858)in Denmark the son of Nicolai and Karen(Dinsen)Clausen. He came to Sacramento in 1874 and to Dufur in 1881 where he homesteaded and bought other land. In 1881 he married Christine Peterson, emigrant from Sweden in 1874 and who died in 1901. Their children were:

1. James Clausen, farmer of Dufur, married Amy Johnston, daughter of Thomas "Huett" Johnston, senior member of the Johnston Brothers firm of Dufur and their daughter Edna(Mrs. A. J. Detsch)lives in San Francisco.(Their kindness and help with this history is acknowledged with thanks).
2. Otto Clausen, farmer of Dufur who died in 1949, married Gertrude Hoffman and had:
 1. Fredrick C. Clausen who married Peg Carlson.
 2. Virginia(Mrs. Virgil Welch).
3. Arnold Clausen, retired civil engineer of Phoenix, Arizona married Agnes Burns.
4. Cora Clausen, died single in 1917.
5. Arthur Clausen, died single.
6. Edna(Mrs. G. N. Gammon) The Dalles.
7. Emmie(Mrs. William Probert)Berkley, California.
8. Clara Clausen died in 1903.

Milton J. Anderson

Milton J. Anderson, Mayor of Dufur, forest ranger and legislative clerk was born at Sacramento in 1860 the son of Hanford Anderson, carpenter; educated at Folsom, Calif. and worked for Pacific Carriage Co. of Sacramento; came to Dufur in 1884 as a blacksmith; became forest ranger in 1902. In 1886 he married Ella Rodman daughter of Wm. and Louisa Rodman of Wamie. Their son Alvis lives in Seattle but the whereabouts of Vernon; Malcolm and Irene are unknown.

--Biography from History of Central Oregon.

Thomas W. S. Slusher (1847-1890)

Was a Civil War Veteran and 850 acre grain and stock farmer of Dufur and musician. He was born in Penn.(1847)son of Christopher and Pemelia(Reese)Slusher. At 13 he joined Co. F 22 Penn. cavalry and served 4 years in the Civil War. He attended college and was a teacher in the Willamette valley. He homesteaded and bought other land on upper 15 Mile above Dufur. In 1872 he was Wasco county surveyor and was reelected in 1878. He was reciever of the U.S. Land office at The Dalles under Grover Cleveland. He married(1878)Arabelle Dufur, daughter of Andrew and Lois(Burnham)Dufur(see page 322). Children:

1. THOMAS BRINTON SLUSHER, farmer of Dufur, married Margaret Jane Sigman and their children were:
 1. Thomas Sigman Slusher, salesman, Ogden, Utah; married Mary Edvalson and have Wm. Dale Slusher.
 2. Wm. Maxwell Slusher, deceased.
 3. Elizabeth(Mrs. Wilfred Matteer)lumberman, Kinzu, Ore.
 4. James Ward Slusher, merchant of Wamie, married Donna Lee Hendricks.
 5. John Dodds Slusher, lumberman of Aurora, Ore. married Donna Peterson.
 6. Mary Anne(Mrs. Clayton Ward)Rice farmers who have John Ward.
2. Eva L.Slusher(Mrs.C. N. Clark)Los Angeles have:
 1. Beryl(Mrs. Paul Vencent) Los Angeles.
 2. Thomas Slusher Clark, radio singer of Los Angeles who has Victoria; Charles and Christopher.
 3. Charlotte(Mrs.Thomas Dorsey)Saratoga contractor; they have Thomas and William.
3. HARVEY DUFUR SLUSHER, farmer and musician of Dufur; married Irma J. McReynolds and have:
 1. Wm. Scott Slusher, carpenter of Seattle; married Julia Orr.
 2. Helen(Mrs.George Grossmiller)Dalles railroader.
 3. Marie(Mrs.Grant Perry)Klamath Falls; bank loan department; have Scott and Alan.
 4. Barbara(Mrs.Robert Esty)Lockport, N.Y.; Y.M.C.A. Instructor; have Harvey; Robert and Cynthia.
4. ROY S. SLUSHER, musician and farmer of Dufur; married Maie Abnet and have Eva(Mrs. Robert Bradford); Mr. Bradford is Supt. of the Multnomah county health department; they have Janet.
5. Ruby A. Slusher(Mrs.George Gill)Gill Brothers Seed Co. of Portland, Ore.; they have:
 1. Harriette(Mrs.Wm. Moe) Portland mechanic; they have William and Charles.
 2. Kathlyne(Mrs. Charles Larrai)Portland salesman.
6. GROVER C. SLUSHER, farmer and musician of Dufur; married Marion Saxton and have:
 1. Mary Margaret(Mrs.Charles Richmond)Stockton, Calif. business man; have Thelma Jean and Thomas.
 2. Dorothy(Mrs. Con Mahoney)Redmond school principal; have Kathryn.
 3. Joan(Mrs. Merle Huston)Dufur farmers; have Pamela and Kay.
 4. Francis Saxton Slusher; Dufur lumber yard foreman; married Gloria Reed; have Thomas; Donald; James.
7. Alada Slusher, died single.(In 1900 Arabella(Dufur)Slusher married Wm.H. Staats--see under Maupin).

Oliver M. Bourland

Oliver Bourland was an 800 acre grain and stock farmer of Dufur; born in Illinois(1858)son of Ebenizer and Elizabeth(Carnahan)Bourland. He was educated in Illinois and worked on his father's farm. He came west by rail(1882)to Kelton, Utah and by stage to The Dalles, a 900 mile trip rough enough to put a man in the hospital. He went out to Dufur where he first rented farm land, then homesteaded and bought land and acquired livestock which included the first Shorthorn cattle in Wasco county. He married Mary Hanna and their children were:

1. Ebenezer Bourland, single; farmer of Dufur.
 2. George L. Bourland; farmer of Dufur; married Mary Coats and had:
 1. Margaret(Mrs.Henry Bush)Nansene farmers who have Dorothy.
 2. Thelma of Redmond.
 3. Jasper B. Bourland, farmer and mechanic of Dufur, Wamie and The Dalles; married Alice Haynes the daughter of B.H. Haynes of Dufur, Boyd and The Dalles; they have:
 1. Floyd Bourland Dalles shipyard mechanic; married Elisa Jones and have Judy; Rody and Bobbie.
 2. Harold Bourland Dalles shipyard mechanic; has Bevy and Janet.
 3. Shella(Mrs.Earl Finkle)Portland; have Erline.
 4. Darrel Bourland Dalles shipyard mechanic; married Jean Gibson and have Sandra.
 5. Rodger; 6. Carol; school students, The Dalles.
 4. Judd F. Bourland; Redmond farmer; married Ester Rodman and have Orla of Roseburg area.
 5. Lillie Bourland(Mrs.Joe McMurray)Redmond, Oregon; have Harvey McMurray of California.
- History of Central Oregon; brought down to date by Jasper B. Bourland, The Dalles.

Dr. Hiram C. Dodds

Physician and surgeon of Dufur(1904)and mayor; born in Michigan(1867)son of Archibald and Maria (Baker)Dodds of Scotland; was a graduate of the Detroit College of Medicine(1897)and came to Dufur to practice in 1898 after marrying Elena Henry, daughter of William Henry, emigrant from Germany to Wisconsin. They had 2 daughters: Mildred of Montrose, California and Dorothy, deceased 1950. The family moved from Dufur to Santa Rosa, California. --History of Central Oregon.

Charles Reed

Attorney of Dufur and Editor of the Dufur Dispatch; was born at Fentonville, Mich.(1856)son of Robert and Mary(Davis)Reed; came to Oregon by boat in 1859 and with parents to Dalles in 1875 where his father was Wells Fargo agent until his death in 1890. He married(1884)Ella Carter, daughter of Lafayette Carter builder of The Dalles to Celilo railroad(1862) and their daughter Snowden Reed was last known to be living at Seattle, Washington.

--History of Central Oregon.

Thomas Angell (1810-1888)

Thomas Angell (1810-1888) was a Dufur farmer in 1860 and an 8 Mile farmer (see page 292) from 1861 to his death in 1888. He came by covered wagon ox-team to California in the first gold rush of 1849, did well enough to return to the east by boat; married (1850) Susan Penny of Rome N.Y. where she was born (1832 died in Portland 1928). They came across the plains in 1852, (the second trip across for Thomas) and settled at Leabonan to 1860 when, according to Carson C. Masiker they lived 2 miles below Dufur on the 12 Mile ranch where they lived till the fall of 1861 when they moved to 8 Mile. Their children, whose more detailed biography appears on page 292, were:

1. Oscar Angell, born at Leabonan (1856) and one of the oldest farmers on 8 Mile when he died.
2. Sarah (Mrs. Wm. E. Campbell) surveyor of Klamath Falls.
3. Ella (Mrs. Joseph Robertson) Ward & Robertson Livery Stable co-owners at The Dalles.
4. & 5. Mary and Ed died single.
6. Charlie Angell was a hotel chef in the east in 1904 when the family last heard from him.
7. HOMER ANGELL, well known congressman of Portland who was born on 8 Mile in 1875 and spoke before the Wasco County Pioneers' Association in 1927. He attended school on 8 Mile. At the age of 11, a gun exploded in his hand driving part of the weapon through the hand. His doctor, fearing blood poison, amputated the hand at the wrist. He worked his way through the University of Oregon as a janitor and surveyor, despite his handicap, and was also a football player. He graduated in 1900 and entered the Columbia University in N.Y. on the Morgan scholarship and graduated in 1903 as master of arts in political science. He joined the law firm of Cotton, Teal and Minor in Portland and in 1904 opened an office with Forest Fisher. In 1908 he married Mayme Henton of Tacoma. He was elected every election year as Oregon legislative representative until he went to Congress where he continued to receive the same loyal election support from the people for that office. He is still a friend of the people of Wasco county where he spent his boyhood days. He is one of the reasons we have cheap electricity in our homes and for industry by helping to develop the Columbia river.

Frank B. Ingalls (1882-1927)

Frank B. Ingalls, hotel man, wheat and stock farmer of Dufur was born at Lexington, Kentucky (1882) son of E.S. Ingalls of Lexington and was a graduate of the University of Kentucky. He worked as assistant and superintendent for the Queen and Crescent railroad and the St. Louis Terminal Co. In Alaska he was a miner, banker and merchantile business man. In 1914 the Dufur Dispatch reported that he had bought the 4-story brick Balch hotel in Dufur which would be operated by H.A. May of Portland. The purchase was made from J.J. Gillieuddy and it included one of the best farms in the Dufur area comprising some 1600 acres adjoining the Dufur townsite. He continued to add to his holdings until he acquired 7000 acres, 5000 of which was wheat land, making him one of the largest wheat ranchers in Wasco county and eastern Oregon. He acquired the Dufur Orchard Co. land in 1926 adding 2000 acres to his holdings.

He was a very popular well liked man and extremely hard worker for both himself and the community. He was president of the Dufur Investment Co.; was a director in the state Farmers Union; was president of the Wasco County Farmers' Union; was president of the Wasco County Union Elevator Co.; was president of the Columbia Warehouse Co. of The Dalles; was president of the Wasco County Livestock Association of The Dalles; was president of the Dufur Chamber of Commerce; was chairman of the Dufur school board; was a member of the Dufur Water Commission; was president of the Eastern Oregon Wheat League; was a member of the state board of vocational education, under 3 governors; was a member of the Oregon state agricultural board; was a member of the Oregon state fair board; was a member of the Masons; Kiwanis; Shrine. Just how he found the time to devote to all these different organizations and then to care for his farming and business activities, no living person knows! Needless to say, he was one of the most outstanding men in the 100 years of Wasco County history.

Then on the evening of March 26, 1927 he sought relief from his burdens by driving to The Dalles with his wife to attend a movie show for relaxation. During that show he was stricken with chills. He was rushed to the hospital immediately and every doctor connected with The Dalles hospital worked desperately, doing everything their medical minds could think of, for him, but their efforts were in vain. He sank lower and lower and died by morning. The medical report said pneumonia. But every friend who ever knew him, knew that he had simply worked himself to death! Dufur, The Dalles, Wasco County and the State of Oregon lost one of its very finest and hardest working citizens!

The death of Frank Ingalls should be a lesson to every community in the west, "Don't work your community leaders to death! Seek their counsel and advise and urge them to rest and relax if they can."

He had married Ethel Chambers and their children were James; Frank and Leslie.

1. James Ingalls, farmer of Dufur; married Geraldine Smith.
2. Frank Ingalls Jr. married Virginia Pepple and have Ethel Anne and Frank III; farm at Dufur.
3. Leslie Ingalls, single; United Air Lines, Los Angeles.

Clifford C. Chase (1859-1927)

Clifford C. Chase, wheat and stock rancher of Dufur was born at Milwaukee, Wis. son of Dr. Enoch Chase first physician (1835) of Milwaukee. He married (1877) Eleanor Austin and came to Dufur in 1914 buying his Rail Hollow ranch from H.J. Johnston. Their children were: Eugene of Dufur who operates the home ranch; Mrs. Barbara Bergen, Dufur; Lois, Palo Alto, Calif.; Lee of Eureka, Calif.; Alice (Mrs. Fredrick Roper) Piedmont, Calif. where Mr. Roper is advertising executive for Standard Oil Co.; Enoch Chase, manager of Lake Champlain French summer camp for girls at Ferrisburg, Vermont and lives in New York City; married Ruth Mary Collins and they have Helen; Alice and Edward Lee; maintains stable of 50 thoroughbred Morgan riding horses at summer camp in Vermont, a very beautiful place.

Grandpa J. A. Gulliford

The history of Grandpa Jacob A. Gulliford is the early history of Dufur and Prineville. He was a 640 acre farmer of Dufur; Rogue river Indian war veteran of 1855 and a pioneer builder of Dufur. He was born at Springfield, Illinois (1834) son of Wm. and Eliza (Shoup) Gulliford, 1852 emigrants to Lane Co. where Wm. died in 1865 and where his wife died in 1857. In 1859 he was a Lyle and Goldendale stockman with his brother Jasper, who later became a merchant of Pendleton. In 1864 they went to Wapinitia with 300 head of cattle and in 1867 went on to Prineville where they squatted 8 miles north on a homestead. In 1878 he moved to his ranch 2 miles above Dufur on 15 Mile later buying another place below Dufur.

The Gulliford Love Story

"Back in 1872 I asked Martha Vanderpool of Prineville to change her name to Gulliford. She was willing. I had to go to The Dalles for the license, immediately, before she changed her mind. When my companion and I reached the Maupin ferry, operated by an Indian, it was on the west bank of the river. We waited. The Indian owner didn't show up so I swam the river, brought the boat back for my companion and a mile or so up the road we met the Indian ferry owner. I asked him how much the charges were? He said since we did all the work there would be no charges!

"We came on into The Dalles, got the license and rode the 120 miles back to McKay creek (Prineville). Martha and I were married by Dr. W. L. Vanderpool, justice of the peace. We had come across the plains together in 1852.

"I was born at Springfield, Illinois in 1834, near Lincoln's home and we knew him as neighbors. We crossed the plains by ox-team and over the Cascades by the Barlow road. We settled at Mohawk in Lane county. When I was 21 I enlisted for the Rogue River Indian War and put in the winter of 1855 and the spring of 1856 in the Rogue river country under Captain Jonathan Keeney of Brownsville and Captain Blakeley (father of George Blakeley, Dalles druggist). My companion Wm. Lewis was shot through the neck by Indians, while standing beside me, in that war, killing him instantly.

"I have lived in Dufur 40 years (1918)!

"In 1859 a bunch of us cut the McKenzie Trail for stock over the Cascades to eastern Oregon near Cold Springs (on Crooked river). We then went back and got the first 100 head and drove them over the trail to Dufur and The Dalles by way of Warm Springs Indian Reservation. We swam them across the Columbia at Crates Point and went to Goldendale. We lost half of our cattle in the winter of 1862 and in the spring of 1863 we drove what we had left to British Columbia mines and got \$40 a head, a big price for those days.

"In 1866 my brothers Thomas and Jasper helped me drive cattle to Wapinitia, called Oak Grove then. In 1867 we homesteaded on McKay creek, 8 miles from Prineville. Barney Prine's blacksmith shop and store was all there was there.

"Wm. H. Vanderpool came across the plains in 1852. Mr. Vanderpool died and Mrs. Vanderpool married Alex Huges, a Jess Applegate train pioneer of 1846.

"One day I came into Prineville to have my horses shod and met Martha's brothers at Barney Prine's blacksmith shop. They invited me to go home with them for dinner and that is how I met Martha. After we were married in Prineville we spent the next 7 years on our McKay creek place. Then we moved to where Dufur is now located and where we have been living for 40 years. After we were in Dufur for a while a man named C. A. Williams started a store and post office. It was on Dufur's land so he called it Dufur." Their only son William Gulliford, died single.--Ed Limmeroth scrapbook; Dufur Library.

Markwood Monroe Burtner (1858-1932)

M. M. Burtner, the "Luther Burbank" farmer of Dufur was born in Virginia (1858) son of Ezra and Louise (Karen) Burtner. He graduated from Lebanon College of Penn. (1886) and that same year married Maggie B. Reed, his college sweetheart. He was ordained a minister in the United Brethren church (1888) and served 15 years in Pennsylvania and Maryland. In 1901 he became pastor at Wasco then at Walla Walla, where he also farmed. He came to Dufur in 1908 and planted 100 acres of apples, did general farming and experimented with many different kinds of crops in his efforts to find out what crops grow best in the Dufur vicinity. He developed the "blightless" bean, better corn and better apples.

While a member of the Oregon State Grange Legislative Committee at the 1924 session, "He was author of the Market Road Bill amendment to the Oregon highway law, which permitted construction of The Dalles-California highway through Wasco County rather than Sherman county. He also framed the Oregon State Income Tax law which was adopted. He was the author of the Oregon Market road law, a pattern for all the market roads laws adopted by other states of the union and the first money received under that law was applied to the Dufur Market road from Dufur to Ramsay Grange hall. He had Albert S. Roberts, Wasco county representative to introduce these laws and they were the team that gave us our roads. They drew up and introduced the 'Pay as You Go' method of financing road construction, rather than bonds."

Markwood M. Burtner can be credited with being another one of the most outstanding men in the history of Wasco county for the great good he brought to his friends and neighbors through better roads. Since the laws he drew up became a pattern for road legislation of all America, he therefore was a great benefactor to millions of farm families who will never know who this great man was. We are blind to the greatness in our own friends and neighbors always looking for that virtue in someone, somewhere else.

The children of Mr. and Mrs. Burtner were:

Gorman R. Burtner of Los Gatos, Calif.; Mrs. Nellie Riggs of Los Gatos, Calif.; Emerson E. Burtner who farms the home place of his father above Dufur, with his son John; John C. Burtner, agriculturist at Oregon State College, Corvallis; W. Reed Burtner, merchant of Portland; Mrs. George Marvel, Dufur where Mr. Marvel is Rural Mail Carrier and Walden M. Burtner of Yakima.

--Ed Limmeroth scrapbooks; Dufur Library and supplemented by Emerson E. Burtner of Dufur,

Dr. Larkin Vanderpool

Dr. Larkin Vanderpool was a self educated pioneer physician and surgeon of old Wasco county! He obtained his education, not in any university or school, but from books he borrowed, bought or otherwise acquired, which he mastered in true Abraham Lincoln manner "before the dying embers of the fireplace" after other members of the family retired. To master the profession of medicine, all alone, from reading books, and then practicing what he learned in a practical way until he became skilled with the knife; and knew the value of one medicine from another and how to prescribe the right amount in case of various illnesses; and how to diagnose the many illnesses of man; then how to treat, in a successful manner, those diseases and illnesses,--all without help from college professors or consultation with medical men of learning or other students learning the same thing at the same time,--indeed, in our humble estimation, makes Dr. Larkin Vanderpool another one of the most outstanding men in the history of Wasco county!

Dr. Larkin Vanderpool was born June 21, 1831 in Ray county, Missouri the son of John Vanderpool of Ray county Mo. and came to Polk county, Oregon with the "big emigration" of 1852. There were very few doctors in Oregon 100 years ago when Dr. Vanderpool was inspired to follow medicine and there were no schools to attend, which taught medicine. He borrowed books from other doctors and sought their help until he was admitted to practice by the Oregon State Medical Board in Benton county where he remained until 1869 when he moved to Prineville where he remained until 1883 when the family came to Dufur. He was the first physician and surgeon of both Prineville and Dufur.

It was at Dufur that Dr. Vanderpool sold his well known S.B. Medicine products including cough syrup, headache, liver, alfa pain all made at Dufur and sold through out the pacific northwest. He was also a specialist in skin cancers and successful as doctors could be with the limited means at hand in most all other medical problems, being considered just as good as any other doctor of his times. The chittum bark used in the drugs came from the Willamette Valley, according to Mrs. Mel Sigman, granddaughter of Dr. Vanderpool. He died in Dufur in 1894. He had married Mary Turnage and children were:

1. William T. Vanderpool, stockman of Dufur who was born in Polk county (1852) and went with the family to Prineville in 1869 and came with them to Dufur in 1884. He bought the Jacob Gulliford place at Dufur then the Henderson Donation Land Claim of 1852. In 1872 he married Susan Heisler the daughter of Grandpa Wm. Heisler of Prineville and Dufur and their children were:

1. George Vanderpool who farmed his father's place, married Millie Temple and had:

1. Fern who died single.

2. Raymond Vanderpool, electrician of El Cajon, Cal. who has Jerry, Buzzy and Jane.

2. Eva (Mrs. Mel Sigman) Dufur farmers who had:

1. George Sigman, Prineville stockman who married Lucila Sparks and have Mary, Richard and Wm.

2. Wayne Sigman, Dufur farmer, married Eva Woods and had Jerald and Bruce.

3. Mary (Mrs. James Hunt) Dufur farmers who have James and Judith.

4. Evelyn (Mrs. Bruce Underhill) Dufur farmers who have Edward and Gene.

Mel Sigman (1870-1940) was born in Illinois the son of Richard and Mary (Ward) Sigman and came to Dufur in 1883 and was married to Mary Eva Vanderpool in 1895. His brother Alvin Sigman (1872-1909) married Margaret Thomas but had no family.

3. Oliya (Mrs. Archibald Moad) of Tygh where Mr. Moad was the blacksmith and farmer of Nampa, Idaho.

1. Van Moad, real estate man of Nampa married Alta Smith and had Van Jr. who was lost in China during W.W.2 as an aviator and who had a son Van Moad III of Nampa; 2. Wm. Moad of Nampa;

3. Marjorie Moad, single.

2. Holly (Mrs. Wm. Jones) Nampa who have a son John in Japan with the army.

4. Charlie Vanderpool of Dufur died single.

5. Willard Clarence Vanderpool, Dufur stock farmer, married Edith Sawyer and had:

1. William Vanderpool of San Diego, Calif. a truck driver.

2. Harvey Vanderpool, died single.

6. Floyd Vanderpool, Dufur farmer and City Marshall married Lulu Pickering and had Marian (Mrs.

- Alexis Bisset) Dufur farmers; Floyd's 2nd wife was Gertrude Ober.

2. Willard L. Vanderpool 800 acre farmer of Dufur was born (1856) in Benton county and came to Dufur with the family in 1884. He married Mary Heisler, another daughter of Grandpa Wm. Heisler of Prineville and Dufur and they had a son John K. Vanderpool who died single and a daughter Ada who likewise died single.

5. Rebecca (Mrs. James Wilson) of Dufur and The Dalles was a daughter of Dr. Larkin Vanderpool and she had a daughter Euna (Mrs. Wm. Evans) who clerked in the Johnston Brothers store at Dufur.

Dr. Vanderpool never lost a child birth case and did lots of charity work. He died poor in worldly goods but was rich in friends who loved him as only people in pioneer times loved their country doctors. He made long calls by horse and buggy, often at night and in cold weather when the comforts of home are appreciated, returning in the wee hours of the morning more asleep than awake with old dobbin leading the way without any prodding. Another day and its problems confronted him and he was expected to give his very best to each patient.

In Dr. Vanderpool's day the doctor drove or walked to see the patient, performed his operations, if necessary, on the kitchen table with the assistance of the mother or other members of the household. He set broken bones and delivered babies at the homes. The fees were small.

In our day and age the patient walks or is hauled to see the doctor; often has to wait hours to see him; is put into a \$20. a day bed, if necessary; is levied fees so high he has to carry insurance to thwart bankruptsy. Medicine has passed from the human to the machine stage.

The John Hanna Family

John Hanna of Iowa and Indiana and his wife Lucinda(Moore)Hanna, daughter of James Moore of Wabash, Indiana; came to Dufur about 1870 from Iowa, settling on land later known as the Dufur Orchard Co. holdings where he farmed and raised stock. Mrs. Lucy Swett of Boyd provided the following biography from her family bible; children:

1. Wm. Albert Hanna, the oldest child was born in Iowa in 1852 and came west with the family to Dufur where he farmed and married Elsie Lewis, daughter of Henry Lewis of Boyd and their children were:
 1. Archie L. Hanna, Dufur farmer now of Mosier who married Mildred Johnson and have 1. Edith(Mrs. Delbert Wolf)Eugene; 2. Phyllis(Mrs. John Hess)Portland.
 2. Charlotte(Mrs. Archie Boule)Dufur farmers who have 1. Virgil of Portland; 2. Velma(Mrs.Edward Dunn)of Moscow, Idaho where Dr. Dunn practices; 3. Lavera(Mrs. Lloyd Wheelwright)Milwaukee where Dr. Wheelwright has a practice; 4. Charlotte(Mrs. Harold Christensen)Photographer of Portland.
 3. Nellie Jane(Mrs.Frank Stark)Dufur farmers who have Julius, Shaniko farmer.
 4. Walter Hanna of Dufur who has farmed on Center Ridge since 1906 and owns a place next to old Nansene post office; is also a real estate dealer of Dufur; director of his local Farmers Union and appraiser for the Oregon State Banking department for the Dufur--Maupin area; he married Altha Derthie and has son Vern Hanna who married Audrey Beymer and has Walter and Sallie.
2. George R. Hanna(1857)came west with the family but moved to Baker where he lived.
3. Henry S. Hanna(1858) came west with the family but also moved to Baker.
4. Joseph L. Hanna(1860)married Lillie Perry and had Louis of Boyd; Charlie of Underwood; Frank of Baker; Sam of Raymond, Wash.; Jennie, deceased; Rose(Mrs.Ole Larsen)Underwood. Joe lived in Dufur.
5. Mary(1863)(Mrs.Oliver Bourland)Nansene farmers who had: 1. Frank of Nansene; 2. George of Nansene; 3. Lillie(Mrs.Joe McMurray)Redmond; 4. Judd of Redmond and Bayless Bourland, mechanic, The Dalles.
6. John Hanna of Boyd married Rilly Boering and had: Edna; Tressa; Bessie; Nellie; Teddie; Retha; Alma; Mable; Clara; Cal of Hermiston. John farms at Boyd, and was born in 1865.
7. Alice(1867)(Mrs. Henry Swett)Boyd homesteaders whose detailed biography appears under the Swett family. Children were: 1. Elmer Swett of The Dalles; 2. Earnest Swett of Dufur; 3. Annie(Mrs.John Godknecht)Boyd farmers; 4. Tomas Swett of The Dalles and 5. Ada(Mrs.Edra Tidwell)Occupants of the 12 Mile Ranch, formerly the post office of Wasco on The Dalles to Canyon City stage line(1864-1904).
8. Fredrick Hanna(1869)farmed in Gilliam county.
9. Stephen Hanna(1871)married Jennie O'Niell and always lived in Tarkio, Missouri.
10. Lucy(1879)(Mrs. Cornelius Swett)Boyd. "Neally" Swett has been the village blacksmith of Boyd for more than 40 years and a resident of Boyd for 58 years. He was born in Jackson county in 1875 the son of James Benjamin Swett an 1860-64 Oregon Indian war veteran and freighter from The Dalles to Ellensburg, Wash.(See Swett biography for more details). Their children were:1. Percy Swett of Scapoose; 2. James B. Swett of The Dalles; 3. Marjorie(Mrs.George Michaels)Wasco; 4. Nora(Mrs. Kenneth Miller)The Dalles; 5. Wm. Swett of Wasco; 6. George Swett, Dalles railroader. Mrs. Lucy Swett's mother was Hattie(Spitler)Hanna, second wife of John Hanna.

Henry H. Hillgen

The History of Central Oregon says that Henry Hillgen was a 3540 acre stock and wheat farmer of the Nansene area of Dufur; was born in Germany and came to San Francisco with his wife Louise(Hagen) Hillgen in 1872 and in 1876 homesteaded at Nansene adding to their property by purchase. Children:

1. Fredrich H. Hillgen who was born in San Francisco(1872)and came to Nansene with his parents in 1876; attended the old Wasco Independent Academy of The Dalles, worked on his fathers ranch and in 1898 bought 540 acres of railroad land in the Kingsley area becoming a wheat and stock farmer. In 1901 he married Agnes Le Duo and their 2 children were Marcella and Hugh, both single.
2. George Hillgen, farmer 4 miles south of Nansene, married Anna Calahan, daughter of Mike Calahan and their children were Francis, on the home place with his mother; George of Redmond and Geneive, Bend.
3. Arthur Hillgen, Nansene farmer is reported to have a son Tom of Portland.
4. Walter Hillgen of Dufur has sons Herman and Stanley.
5. Frank Hillgen went to Ellensburg, Wash.
6. Cleveland Hillgen married Angeline Bleim and is deceased.
7. Virginia's whereabouts is unknown to this writer.
8. Nellie(Mrs. Ferd Deitzel)lives in The Dalles, and Portland.
9. Alice(Mrs. Louis Kelley)The Dalles.(Biography under Kelley family of Wrentham).

John Westley Russel

The History of Central Oregon says that John Russel was born in Illinois(1836)and served in the Civil War with Co.B.29 Ill. Infantry for 4 years and 5 months and was with Sherman on his march to the sea. In 1866 he married Anne Balckledge and in 1888 came to Kingsley and farmed. Their children were:

1. O.H. Russel of Dufur; 2. Mrs. W.T. Clark, Dufur; 3. John Russel, Friend; 4. B.F. Russel, Friend; and 5. Sarah Clark, Renn, Oregon.

- 1.-OBehiah H. Russel was born on his father John Westley Russel's homestead in Nebraska and came to Kingsley with his parents in 1888, becoming a farmer of Kingsley in 1891. In 1908 he married Rose Wilson and their children were; Alice; Lee; John; and Mary all of Dufur in 1931.

T. C. Queen

T.C. Queen, editor of the Dufur Dispatch came to Dufur in 1903 from Indiana; in 1908 became Dispatch editor and later reciever for the U.S. Land office in The Dalles where he died in 1921. He always walked with a cane and was well known in both The Dalles and Dufur. His wife was Edith Riggs of Toronto, Canada.

12 Mile House Burns--(Wasco Post Office)

The 12 Mile House (Old post office of Wasco--see page 298) and stage station at the foot of Long Hollow, operated by John Martin, burned to the ground (May 24, 1930). The exact cause of the fire was unknown. It was a mass of flames a few minutes after the fire started. The old house was historically known by all the old timers. It housed from 15 to 30 men every night, in the horse and wagon age. Mr. and Mrs. L.M. Martin had lived in the house for about 35 years (since 1895). They kept travelers and freighters, putting up the horses for the night and supplying meals and beds for the drivers or passengers. From 2 to 3 girls or women were employed in the house and from 5 to 7 men were hired the year around. Many herds of cattle were pastured for several days at a time. Hay was purchased from farmers. The house (Inn) was the birth place of George and Annie Smith who spent their boyhood days there. The Smiths moved to Dufur in 1903, when Mr. Smith retired. Later occupants were Mr. and Mrs. George Otley and Mr. and Mrs. Robert Smith and Mr. and Mrs. L.M. Martin.

--Dufur Dispatch, Ed. Limmeroth scrapbooks, Dufur Library. This story was not available when page 298 on the old Post Office of WASCO, was being written. The fact that the house was all a mass of flames within minutes led neighbors to believe that a still had exploded in the basement, but since the fire destroyed all evidence of a still that part of the story is therefore only "rumor," but its "theoretical explosion" is the only instance in the history of Wasco County where a "still is alleged to have destroyed a post office."

Wasco Grange

On the matter of the formation of the old Wasco Grange, near Dufur, Harvey Slusher writes: "In 1873 the Wasco Grange was organized just over the hill from Dufur, in Pine Hollow, south of Dufur. I was interested in this. My mother and all the Dufur family were members of the Wasco Grange. My grandfather was the first master. I wrote the National Grange for the charter members and the address of all the members was The Dalles. They must have got their mail out of The Dalles from 1872 to 1878, when the Dufur post office was opened. I hope this will help the history."

We are pleased to have this addition to add to the history of the old post office of Wasco. The use of the word Wasco Grange, indicated the people in 1873, when that Grange was organized at Dufur, was very familiar with the old post office of Wasco, where they got their mail officially from 1864 to 1872 and where they received it unofficially after 1872 and until the Dufur office was officially opened as Dufur in 1878. However their mail had to be addressed to The Dalles, even though they received it at both the 12 and 15 Mile Houses (Inns) at Wasco and Dufur.

Fred G. Buskuhl Awarded Carnegie Hero Metal

Fred G. Buskuhl of Friend, was in January 1912, awarded the Carnegie Hero Metal for attempting to save the life of J.I. Parke, who lost his life at Friend August 3, 1912. While digging a well he put off a shot of explosions to loosen the rock and went down to the bottom of the well before the gasses had cleared away and became overcome. Mr. Buskuhl was lowered down to the bottom of the well to bring Mr. Parke up and was himself overcome. Then Tom Carney was lowered and brought both out. Parke was dead and it took great effort to save Buskuhl who lingered between life and death for some time and it was several weeks before he recovered.

Fred and Theodore Buskuhl came to Friend in 1900 from Indiana and Kingsley. At Kingsley they jointly operated a store and a sawmill business in the Friend area. In 1913 when the Great Southern railroad was extended to Friend they started a store there and for a time operated both stores until 1916 when they sold the Kingsley store. Theodore died in 1918 leaving a widow Victoria (McVay) Buskuhl and children Theodore, Dorothy and Sylvia. (For more Buskuhl story see page 305).

Fredrick Clausen Story

In addition to the Clausen biography on page 323 we would like to pass on the following story in the Ed Limmeroth scrapbooks in the Dufur Library about Mr. Clausen (1858-1936):

It was in a small village in Denmark during the Danish-German war of 1864 that Fredrick Clausen lay on the floor of his home, while the homes and buildings about him were being destroyed. This left a strong impression on the boy, now (1936) 75 and one of Wasco County's most prominent and largest land owners. He came from Denmark to California at 17 (1874) and in 1881 he came by team and wagon from California with his new bride Christina Peterson on their honeymoon to their homestead on Center Ridge where they became the second settlers. Fritz Clausen made the first trip from Dufur to Center Ridge by following the old Indian Trails as there were no roads north of Nansene. In 1913 Mr. Clausen made a return trip to Denmark and Europe. The Clausen children are James A. Clausen of Dufur; Otto F. Clausen of Boyd; Arnold A. Clausen of San Francisco; Mrs. G.N. Gammon of The Dalles and Mrs. W. H. Prebert of Berkeley, California.--Dufur Dispatch August 31, 1933:

Charley Balch Story

Charley Balch, owner of the Balch hotel in Dufur prided himself upon being the best posted man on current events in town and no one ever questioned his memory. One day a salesman from Portland left a copy of the old Portland Telegram laying on a hotel table. Eventually Mr. Balch picked it up, glanced at the headlines and cried to his wife, "Lois, Lois, the U.S. has declared war on Spain and have sent a lot of warships to capture the Spanish fleet."

Mrs. Balch came running to read the headlines and noticed the 1898 date which she called to Mr. Balch's attention. He nearly fell over in a faint. The practical joke not only cost him a box of 2 for 25¢ cigars for announcing the false news to the boys in 1909, but it also detracted from his dependability as an "unquestioned source of accurate news."

--Dufur Dispatch; Ed Limmeroth's scrapbooks; Dufur Library.

Jonathan N. Patterson

Jonathan N. Patterson was another one of the most outstanding men in the history of Wasco county who simply worked himself to death as a stage driver on The Dalles to Boise run and The Dalles to Canyon City run. He was born in Kentucky(1835) the son of Jonathan and Tene(Foster)Patterson and came to California by ox-team in 1848 where he was a California gold miner and California stage coach driver. He made 2 fortunes in the mines of California and Nevada and when those areas played out he went to Idaho and then to Montana. In 1867 we find him a stage coach driver on The Dalles to Boise, Idaho run working various divisions on that long, hard, man-killing day and night run! In 1875 we see him on The Dalles to Canyon City run and that same year he filed on his homestead in Rail Hollow.

By 1875 he was broken in health while yet a young man of 40 and suffered very greatly in his last years at Dufur where he died in 1901. In 1874 he married Jane Hurst the daughter of James and Malinda (Davis)Hurst 1851 pioneers to Linn county and residents of Freebridge area in 1874 on lower 15 Mile where her brothers Ben Hurst, Marion, James, William, Uriah, Susie(Gray), Emily(Love), Melissa(Evans); Minerva and Millie(Bolis)lived.

Jonathan N. Patterson was also a Rogue River Indian War Veteran of 1856 and fought at the battle of Kern creek. He had brother George, Daniel and William but no children. He was one of those early pioneers who worked himself to death to make a better place for his followers to live in.

James F. Markman

James F. Markman was a Civil War veteran farmer of Rail Hollow who was born in Missouri(1844) the son of Thomas, a Black Hawk Indian War veteran and Sarah(Jones)Markman. In 1863 he enlisted in Co. I 15 Kansas Cavalry and served to 1866. In 1882 he came west to Prineville, then Mitchell and in 1895 to Rail Hollow at Dufur. In 1870 he married Minnie Page the daughter of Jay and Mary(Young)Page and their children were: 1. Bernard of Portland; 2. Minnie(Mrs. Chas. Douglas)Boyd; 3. Myrtle(Mrs. Dan McCoy)Goldendale; 4. Teresa who died in Arizona and Harriett whose address is unknown.

P. T. Knowles (1840-1924)

P.T. Knowles was another Civil War veteran farmer of Wamic and Dufur who was born in Delaware and enlisted in Co. D 91 Ill. Vol. for Civil War service. They came west to The Dalles in 1899 and his son P.W. Knowles became owner of the 15 Mile House at Dufur in 1901 and started a store there with Eli Hinman; was state legislative representative 1908-1910 and helped organize the Dufur Orchard Co. of which he was secretary and manager. He was also mayor of Dufur for 4 terms and school board director, secretary of the Park board, member of the Dufur Community Association and was considered one of the most outstanding men of Dufur. He had a sister Mrs. Curtiss Woodford of Dufur..

Jacob D. Roberts

Jake Roberts(1835-1920) was a Yakima Indian War veteran farmer of Dufur and Wapinitia. He was born in Indiana and came to Wapinitia in 1873 and to Dufur in 1875 where he farmed on upper 15 Mile. In 1859 he had married Mary Laughlin and their children were: 1. Ed. D. Roberts who farmed the place at Dufur until his retirement to The Dalles and 2. Mrs. L.V. Wilson, Brighton, Ore.

John A. McKellar

John McKellar was a Civil War veteran farmer of the Boyd area and was born in Penn.(1846) and served with Co. C 7 Penn. Cavalry and was wounded at the battle of Selma. In 1867 he married Marion Knight and their children were: 1. Ida Foster of Portland; 2. Grace Geiber of Mill City; 3. Lily Puerciel of Wishram; 4. Ella Olney of North Gate, N.D.; 5. Mrs. Bernice Saum of Elsinore, Calif.; 6. Scott of Boyd; and 7. Frank of Portland.

William R. Menefee (1823-1906)

Was born in Virginia son of John and Lucy(Parlow)Menefee. In 1849 he married Nancy Benefiel and they came to Oregon with the "big emigration" of 1852 and settled on a Donation Land Claim in Yamhill county. They returned to Dufur in 1855 as one of the earliest of Dufur settlers and built the Menefee-Dufur Fort and Indian Stockade, above Dufur for their own protection and that of their neighbors who were the Combs; Crooks; Boltens; Zacherys; Fleets and Walker families. Mr. Menefee was Justice of the Peace at Dufur for 8 years and ran the 15 Mile House for a while in 1885. He built the first water system for Dufur, using creek water and an overshot wheel and was considered another one of the most outstanding pioneers of Dufur. Their children were:

1. Henry Menefee(1852-1929) a Dufur resident and farmer for 73 years; was born in Iowa and came west as a baby in arms with his parents and lived at Fort Menefee in 1855-56 on what is now the Mel Sigman ranch. In 1857 he attended the log school near the Chase ranch in Rail Hollow which building still stands(1929). In 1858 he attended school in the Dufur City park(Walker school) which burned in 1865. In 1874 he farmed at Kincalev and later operated the 15 Mile House and farmed near Dufur.
2. Frank Menefee, attorney of Dufur, Dalles and Portland; first read law with E.B. Dufur and was associated with Fred Wilson of The Dalles; was mayor of The Dalles; married Mable Cowles and had: 1. Mrs. Bernard Plummer; 2. Glenn of Yakima and Olympia; Selden and Emily of Portland.
3. William Menefee was a druggist of Seattle.
4. Mary(Mrs. F.M. Gilliam)lived in Fossil.
5. Carrie(Mrs. E.B. Dufur)lived in Portland.
6. Hannah(Mrs. Warren Emerson)lived in Dufur.
7. Evaline(Mrs. Hugh Morehead)lived in Dufur.

Wm. J. H. Cotton (1829-1913)

Was a Civil War Veteran settler at the post office of Taylor, 8 miles above Dufur. He was born in England and came to the U.S. in 1849 settling in Michigan and served 4 years in the Civil War. He came to Taylor in 1909. When he died in 1913 his widow and 2 sons went to Phoenix, Arizona.

---Biographies on this page are from the History of Central Oregon and Limeroth's Scrapbooks.

The Limeroth Family

Because of the outstanding contribution that Edward Limeroth has made to the History of Dufur, by his faithful clippings from the local newspapers, over the years, and their binding into scrapbooks and the presentation of those scrapbooks to the public library of Dufur for public and official court references; it is with great pleasure that we quote from the history of Central Oregon some of the history of his family that has so inspired his work.

His father Paulus Limeroth, pioneer settler of Christman Hollow or Dry creek branch of Long Hollow, above the old post office of Wasco and 12 Mile House, 6 miles southeast of Dufur; was born in Hesse Cassel, Prussia (1843) son of John and Martha (Volland) Limeroth, where he received his education specializing in gardening and nursery work, horticulture, floriculture. At 24 he came to the U.S., after serving his 3 years in the army part of which was during the Austro-Prussian war period. In New York he was a gardner at College Point making it one of the most beautiful suburban towns of New York. In

1868 he was a florist in New York City and foreman of a nursery at Hemstead, Long Island and in July of that year he came by boat to California. Then he became a botanist in Central America for different European governments. Back in San Francisco in 1870 he became a florist and went to Portland in 1871 where he installed a floral nursery on Morrison street but sold out in the spring of 1876. He laid out the floral designs for the grounds around the old Portland post office which so many Wasco county people are familiar with, across the street from Meier & Franks store, which used to be a rookpile. In the fall of 1876 he came to Wasco county where he engaged in the sheep business in Christman Hollow and finally acquired nearly 2000 acres of wheat and stock land besides some timber land.

In 1893 he beautified the Wasco county court house grounds at 3rd and Union into one of the handsomest spots in The Dalles. In 1871 at San Francisco he married Mrs. Eliza Feld of Rinda Hesse, Prussia, daughter of Helvig and Alice (Siechner) Bott. Their children were Edward and Albert Limmeroth, both farmers of their father's old home place which has been in the hands of the family more than 75 years. By her first marriage Eliza Feld had Lizzie, widow of John Easton, after whom Easton Canyon above Boyd was named; and Frances, wife of Benjamin Pratt, son of Lester Peter Pratt the keeper of the old stage and freight wagon stop at the foot of Long Hollow, known as "Pratts Stage Station" or the "12 Mile House" and "12 Mile Ranch" and formerly the old post office of WASCO; Benjamin Pratt being a farmer 12 miles southeast of Dufur on Center Ridge near Nansene.

Mrs. Paulus John Limmeroth (1838-1930) was born at Colon, Germany daughter of Phillip and Elizabeth (Siechner) Botts and came to America in 1868. She had met and married George Feld in London in 1864. From New York they went to San Francisco where Mr. Feld died in 1869. In 1871 she met and married Paulus John Limmeroth, a florist of San Francisco. They lived in Portland for 5 years, where Edward Limeroth was born and came to Long Hollow in 1876 which made her a 50 year resident of Wasco county when she died in 1930.

Albert Walter Limmeroth (1877-1952) was born at Boyd and lived on the home ranch all his life and the obituary in The Dalles Chronicle April 17, 1952 said his 5 daughters were: Mrs. Andrew Ward of Dufur; Mrs. Wilbur Mallory of Yamhill; Mrs. John Heffley of Dayton; Mrs. Willar Crawford of Evansville, Indiana and Mrs. Luis Girod of Tigard. A son Albert Walter Limmeroth, Jr. lived on and farmed the home place on Dry creek on which a brother Edward Limmeroth also lived. A sister Mrs. Francis Pratt of Boyd survived him as did 10 grandchildren.

Edward Limmeroth was born in Portland in 1874 and came to Wasco county with his parents in 1876 and has been a continuous resident of Wasco county for more than 75 years. Edward Limmeroth took a deep interest in the history of Wasco county as a boy, whose pride and joy it was to watch the old Dalles to Canyon City and Dalles to Prineville horse-drawn stage coaches go out and back past the old Nansene post office and school, which he attended. The boys at the old Nansene school were all great admirers of "Pretty Dick" Braden, one of the outstanding stagecoach drivers on The Dalles to Canyon City run in 1880. He was a very handsome fellow and in love with Josephene Houtt, daughter of Frank Houtt, keeper of the 8 Mile House, whom "Pretty Dick" married. He always had a word of greetings to the boys and a smile for everyone. After school, and during school hours, the jingle of the bells on the lead teams of the long line of freight wagons which constantly passed that little Nansene school, naturally diverted the attention of the boys from their 4-R's all during their 8 grammar grades. To watch these teamsters hitch and unhitch at Nansene and Chicken Springs; was an eternal source of historical interest to Edward Limmeroth and his Nansene school companions. It was no wonder that history-in-the-making made such a profound impression upon Mr. Limmeroth.

Ed Limmeroth was NOT a literary man. He could not set down and write the many stories that his heart and experiences were bursting with. The best he could do was to collect those stories which someone else had written, bind them in scrapbooks. As the years went by one scrapbook grew to two and two to three and so on until today he has turned over to the Dufur Library 6 books filled with Dufur and Wasco county history which we have so liberally quoted from in this history. His scrapbooks are not only a constant source of reference in the Dufur Library but they have also been admitted as evidence in court proceedings, according to Mrs. James Clausen, Dufur Library director.

In our talk with Mr. Limmeroth we learned that he was born at the Limmeroth home on the northeast corner of West Park and Morrison in Portland where the 5 story Hotel Eaton is now located. In his early days at Nansene he knew such Inn keepers and station operators as Tom Ward, Cora and Hewett Ring, Wm. O. Adams, Annie Brannan and others like Hugh Mulkins who operated the mail line from Dufur to Shaniko, every other day, from 1902 to about 1915, besides Pretty Dick Braden and many freighters. He said, "I am glad to hear there is someone in The Dalles who is interested in our history and I wish you would examine my scrapbooks in the Dufur Library as I think you will find some interesting history in them." Edward Limmeroth is another one of the most outstanding men in Wasco county history.

James and John Easton

James and John Easton, after whom Easton Canyon at Boyd was named were natives of St. Louis where they were born in the 1850's coming to California by covered wagon ox-teams in 1861 and to Dufur and Easton Canyon in 1878 and 1884 respectfully. James Easton married Nettie Moad and their children were: James Easton Jr. of Boyd; John of Alberta; Wolmont of Camas; Agnes (Mrs. Chas. Welhelm) Boyd; and Belle Sternweis of Boyd.

John Easton married Lizzie Feld, daughter of Mrs. Paulus John Limmeroth.

Edwin M. Hill

Edwin M. Hill, blacksmith of Dufur was born in Malheur county (1872) son of Marshall and Prudence (Thomas) Hill, 1852 emigrants and Marshall was an 1858 Rogue River Indian War veteran pioneer settler of Dry Hollow, south of The Dalles, where Edwin and his brother Roy Hill recieved their early education. Following school Edwin Hill apprenticed as a blacksmith with the Lane Brothers of The Dalles from 1897 to 1902 when he went to Dufur and formed the partnership of Hill & Robinson. In 1898 he married Lulu Berrian, daughter of James and Leona (Wendell) Berrian of Goldendale and their children were: 1. Lois (Mrs. Ray Price) Portland; 2. Howard Hill of Portland; 3. Helen (Mrs. Wm. Brackett) Woodburn; 4. Wendell Hill of Scappoose; 5. James Hill of Medford; 6. Marshall Hill of Portland.

Edwin M. Hill was killed 2 miles west of The Dalles when a speeding car from Hood River struck the Hill touring car from the rear turning it around in the road, while still moving, causing it to plunge down over a 20 foot bank into the rocks; all 6 members of the family being thrown out among the rocks. Mr. Hill's skull was fractured and he died at The Dalles hospital as he was being lifted to the operating table. Mrs. Hill recieved a fractured pelvis. Helen Hill, 15, was badly bruised; Wendell Hill, 12 had to have 7 stitches taken to close his face cuts. James Hill, 8, recieved back injuries. Marshall Hill was uninjured. Dr. A. S. Esson of The Dalles was first to arrive at the scene of the accident. Sheriff Christman broadcast a description of the car which fled from the scene of the accident. Howard and Lois Hill were not with the family who had gone to Hood River to pick blackberries. (1922).

A car answering the description of the one which fled from the scene of the accident was stopped at Arlington and returned to The Dalles but local law enforcement officials had to turn the owners loose for lack of evidence.--Ed. Limmeroth scrapbooks, Dufur Library.

William Endersby

William Endersby died Sept. 10, 1926 from injuries recieved in an auto accident near Dufur in which George Covert lost his life. Endersby had come west by covered wagon in 1850 and in 1864 came to Wasco county settling on 8 Mile. In 1850 he married Cora Fligg, daughter of George Fligg, post-master of Endersby and their children were: Cora Holm; Mrs. Don Herberline and Wm. all of The Dalles.

Eli Hinman (1833-1912)

Eli Truman Hinman was born in N.Y. son of A. Hinman of England and in 1856 went to Illinois where he lived 25 years to 1881 when he came to Maupin and raised sheep to 1887 when he came to Dufur as a carpenter. There was only 2 houses in Dufur in 1887 and he built or assisted in building most of the dwelling and business houses in Dufur. The Dufur Dispatch said, "When the History of Dufur and Wasco county is written Eli Hinman should be included as one of the builders of Dufur where he has lived for 30 years." In 1857 he married Mary Reynolds of N.Y. who died in 1905 and their children were: Henry of San Francisco; Edward of Portland and Mrs. T.M. Robinson of British Columbia.

S. I. Everett

S.I. Everett, owner of the Central Hotel of Dufur was born in Ohio (1858) son of Issac and Amelia (Cosgrove) Everett. They moved to Iowa and then to Dayton, Oregon (1878) where they lived 13 years before coming to Dufur in 1891, buying the Central Hotel and livery stable the leading establishment of its kind in Dufur at that time. In 1870 he married Minnie Frazier, daughter of Aaron Frazier, teacher of Dufur and later of Portland. Their children were: Olga (Mrs. James Franklin) Portland; Hazel, died single; Vern Everett, Portland and Gladys, single and an attorney of Portland and government representative for women to Japan.

Aaron Frazier

Aaron Frazier teacher and business man of Dufur and Portland was born in Ohio (1834) son of Abraham Frazier. He taught in Dufur schools for 9 years and became editor of the Dufur Dispatch. In 1860 he married Jennie Williams of Ohio and in 1873 he married Huldah Ham of Ohio. Children besides Minnie Everett (above) were: Guy Frazier who made the U.S. Army a career; Fred Frazier, single and Annie (Mrs. James Adamson) Mitchell, Oregon.

Ephraim Gill (1849-1932)

Was born at Anderson, Indiana (1849) and came to Oregon in 1878. In 1881 he bought the Gill Brothers Seed farm in Portland, which he turned over to his sons down there and in 1901 came with his son Frank Gill to Rail Hollow where they homesteaded. The children were: Francis M. (Frank) of Dufur and The Dalles who travelled as a salesman for the Gill Brothers Seed Co. in Portland and whose daughter (Mrs. Floyd Daniels) lives at Echo; 2. Edward F. Gill of the Gill Brothers Seed Co. of Portland; Raymond W. Gill, Gill Brothers Seed Co. of Portland and master of the Oregon State Grange for a number of years; George H. Gill of Portland who married Ruby Slusher of Dufur; and Charles W. Gill. This entire family are outstanding people both in the history of Wasco county and that of the state of Oregon.

Will L. Doud (1878-1933)

Was Wasco county assessor; Spanish-American War veteran; was with the Phillipine Insular Hospital service for 20 years at Manila; was a Dufur orchardist and real estate man. His wife Frances lives at Pasadena, Calif. and his daughter Edith Daoud is travel agent for the air lines and hotel companies in Honolulu and the Hawaiian Islands.

---Data on this page from the Ed. Limmeroth scrapbooks at the Dufur Library.

John W. Hix (1862-1944)

John Hix was Wasco county commissioner when The Dalles-California highway was built and much credit for its present location goes to Mr. Hix, a wheat farmer in the Kingsley area and an early day freighter to Prineville. He was born at Millford, Illinois and lived in Arkansas and Missouri before he came to Kingsley in 1887. In 1883 he had married Flora Tate of Indiana and their children were: Simeon Hix of Dufur; Harry Hix of Dufur; John Hix of Dufur; Wm. Hix of Klamath Falls; Mrs. Joe Gray of Glendale, Ore.; Mrs. George Miller of The Dalles; Mrs. Warren Stanley of Dufur and Mrs. Donald Paulson of Tygh.

Willis A. Hendrix

Willis Hendrix was a 780 acre farmer of Dufur who was born (1861) in Yamhill county, Oregon the son of Abijah and Mary (Dickerson) Hendrix, 1843 ox-team pioneers to their Donation Land Claim in Yamhill county. Mary Dickenson's family arrived in The Dalles in 1845, when she was 16, with only 2 cows, after Indian attacks. They lashed 2 Indian canoes together to take their meager belongings on down the river to Portland and Oregon City. They came to Wasco county in 1876 and in 1883 Willis Hendrix married Amy F. Griffin, daughter of Joseph, an 1852 emigrant to Yamhill county and Mary (Mayhew) Griffin. Mr. Hendrix had brothers Wilbur; Edward; Campbell; John and James. The Hendrix children were: Claude of Dufur; Guy of The Dalles and Harry of Portland.

James Nolan

Was a 160 acre Dufur farmer who was born in Canada (1856) son of Wm. and Isabel (Laird) Nolan. He was a logger on the St. Lawrence river and came to Dufur in 1886. He married (1885) Flora Frost the daughter of Elam Frost.

John Nolan

Was a brother of James (above) and came with him to Dufur in 1886. In 1875 he married Cora Potter, daughter of Augustus Potter and their children were: Ella (Mrs. Charles Nagee) Dufur; Wilbur and Earl who went to Portland.

John C. Peabody

Was a Civil War Veteran painter of Dufur who was born in Mass. and worked in the Lowell cotton mills until they were closed by the panic of 1876, then he went to sea on the Flying Fish but left the boat at San Francisco. He followed railroad construction work to Portland and came on to The Dalles in 1881 and went out to Dufur in 1884 where he farmed and painted. In 1871 he married Celia Hewett, daughter of Washington and Jane (Freeman) Hewett and their children were:

1. Edith (Mrs. Andrew Douglas) Dufur whose son Guy Douglas is the well known and well liked Dufur garage-man whose daughter Shirley (Mrs. Wayne Tinhara) lives in Dufur; 2. daughter Bessie Kellogg lives in Seattle and 3. a daughter Edith Jones lives in Portland.
2. Maude (Mrs. James H. Johnston) lived in Dufur and New York.
3. Roy Peabody of Dufur had a daughter Maybell of Portland and a son Hersel of Santa Cruz, California.

Louis J. Klinger

Was born in Missouri (1837) son of John and Mary Klinger 1847 covered wagon ox-team pioneers of Oregon who saw their first house west of Missouri, in The Dalles when they arrived here in 1847. In 1861 he married Melissa Woodcock and came to Wasco county where he farmed on 8 Mile and teamed to Boise and claimed to have crossed 8 Mile creek 119 times on his freight trips, which means that he freighted to Boise for 14 years or more. He cut wild grass for hay and sold it in The Dalles for \$20 a ton. He retired to Dufur in 1889 and promoted the building of the first road from Dufur to Mt. Hood which, in later years, followed almost exactly his original blazed trails. He was mayor of Dufur.

John W. Moore (1839-1933)

Was a Nansene farmer who celebrated his 57th wedding anniversary in 1933 just before he died, having married (1876) Carrie Green and came to Oregon on their honeymoon in 1877 by covered wagon homesteading at Nansene in 1878. They retired to Dufur in 1908. Their children were: Grover; Orin; Dora Underhill; Vera Butler and Clara Wilson all of the Dufur area.

Samuel L. Kirkham (1870-1912)

Was born in California son of Richard and Esther Kirkham. He settled in Long Hollow in 1881 and in 1890 married Ollie Decker and had son Leo Kirkham who is with the highway department in Salem.

Alex Strachan

Came from Scotland to Dufur in 1882. He became interested in Texas oil and lost everything he had speculating in oil and died in poverty at Fort Worth, Texas. His children were: 1. Helen (Mrs. J.M. O'Brien) Wapinitia; 2. Lexis, single, who was a top psychologist of Kansas City who died in 1952; 3. Jean, single of Dufur; 4. Tom Strachan, Portland businessman; 5. May, died single.

W. L. Tobie

Great Southern railroad agent, mayor of Dufur and Dufur Creamery manager; was born in Maine (1868) and became a railroad man. In 1896 he married Elsie Stayton of Lyon, Wis. and their children were: 1. Helen Johnson of The Dalles; 2. Otis of Portland; 3. Laurence Tobie, Dufur school bus driver who married Dorothy Taylor; 4. Rex Toby of Portland.

J. B. Havelly (1848-1912)

Mayor of Dufur and school teacher was born in Ohio and homesteaded at Boyd (1877) where he lived until 1904 when he retired to Dufur. In 1881 he married Ada McGee.

Oliver M. Bourland (1858-1932)

Was born in Illinois and homesteaded at Dufur in 1882. He married Mary Hanna and their children were Frank and George of Dufur; Judd of Redmond; Ellis of Cheyenne; Lily McMurphy and Ella Lalonde of Dufur.

George D. Brodie (1879-1939)

Dufur banker since 1918 was born in Vermont and graduated from the Vermont University (1903) in law. He came to Dufur in 1911 and married Josie McClintock who recently died at Seaside.

The Dalles Directory of 1873

The directory of 1873, of Oregon in the state library, lists the Wasco county population at 3500 and area 15,486 square miles, being 193 miles long by 80 wide. Stock was the leading industry with sheep, cattle and horses, listed in order of importance. River steamers furnished transportation to and from The Dalles with stages and freight wagons into the interior. Land was cheap and schools were listed as good. The post office of Deschutes was listed 30 miles southeast of The Dalles; Antelope possessed no business importance. Bridge post office was 100 miles southeast of The Dalles.

Businesses of The Dalles included a woolen mill, flour mill, foundry, machine shop, soda works and brewery. French & Co. were listed as assayers of gold. Agricultural implements were sold by E. Wingate; the Waldron brothers were druggists; J.A. Robbins was an architect; attorneys were N.H. Gates, Orlando Humason & Condon; John Moran was an auctioneer; bakers were Fred Benzer, Leibe Brothers, Wm. Moabus, B.R. Lusher; bedding John Moran and Henry Wentz; blacksmiths George Leibe, McDonald & Co. The Waldron Brothers also sold books as did J.W. Worsley. Boots & shoes were sold by L. Kiss, Wm. Malony, W. Wickman, Wm. Siger. Emile Schanno ran the brewery and Wm. Newell was a brick maker. Butchers were J. M. Michealbach and J. Christman. Carpenters were J. Adams, A.W. Ferguson, H.P. Kuch, W. Sylvester. The carriage and wagonmakers were W. Mitchell, August Wintermeier (who made the Umatilla House bus). J.M. Baxter was a cattle buyer. Cigars were made and sold by F.L. Helmer, George Marlin and J.M. Worsley. Preachers were Thomas Condon, Congregationalist church; S.H. Doane, Methodist; S. Hill, Baptist; Patrick Macken, Catholic. Crockery was sold by the Waldron brothers and Max Vogt. D.D. Stephenson was the only dentist listed.

Draymen were Bulger Brothers and Phelps & Blackeny. Dry goods Blummer & Co., Brooks & McFarland; Newnam & Prag; S. Wolf. Express shipments were handled by Z.F. Moody who was Wells Fargo agent and later governor of Oregon. M.M. Cushing and J.W. Wagoner sold fruit. Furs were handled by H.B. Wolf and Booth & Lucas, John Moran and Henry Wentz. Grocery stores were operated by Fred Benzer (Ft. Dalles Baker) Leibe Brothers; Wm. Moabus and George Rush. Peter Roach was listed as a gunsmith and hair dressers were R. Lusher and Tom Ward (colored). Hardware was handled by E.P. Fitzgerald and R. Grant. Harness was sold by J.P. Booth, Manuel Huerta, E.P. Fitzgerald. Hotels were the Umatilla House operated by Handley & Sinnott, the Empire Hotel by Tom Smith. Corporations were The Dalles Road and Bridge Co. The Dalles Military Road Co. The Deschutes Land, Road and Bridge Co. Insurance was sold by E.B. McFarland, J. Moran and E. Wingate. The city jeweler was F. Dehm. Justice of the Peace was J. A. Campbell and A.W. Ferguson. Liquor was sold by French & Co.; George Aniseir; A. Bousey; Baldwin & Cook; Wm. Hartman; Kerrison & Crossen and Ben Korten. Masons were H. Whitmore and Henry Klindt. Music was sold by Max Vogt and S.L. Hellmer and teachers of music were L.E. Butler and the Sisters of Charity. Robert Pentland ran the flour mill. A. W. Ferguson ran the planing mill as did C. Krone while a lumber mill was run by A. W. Chapman and another by J.W. Crandall. Wm. M. Hand ran the Times-Mountaineer and J.B. Condon and J. Dougerty were notaries. L.L. Rowland had a nursery.

Painters were C. Carson, W. Murray, J. Orton and O.S. Savage. Physicians were C.B. Brooks, H. Logan, J.A. Robbins and Wm. Shackelford. The only photographer listed was J.W. Worsley. The only railroad ran to Celilo (since 1862) and real estate was sold by J.M. Bird. A restaurant was operated by Wm. Snyder and the soda works was operated by M. Hartman. J.M. Bird also operated a livery stable as did T.B. Hall. Al Bettengen, A. Bunnell and L.W. Miller sold and handled and made tinware goods. Surveyors were J. Campbell, G.W. Hall and Z.F. Moody. The only tailor listed was M. Mathias. Tanners were Booth & Lucas and W. Scheirman. Upholstery work was done by J. Moran and Henry Wentz. The Dalles water system was owned and operated by Robert Pentland.

Corporations for 1862

The Columbia River Road Co. incorporated Oct. 14, 1862 with a capital stock of \$30,000 and incorporators Joseph Watt, Orlando Humason, A. Bush and officers Hiram Smith, president; J.F. Miller V.P. and J.J. Hoffman, secretary. Directors were Joel Palmer, J.B. Condon, Hiram Smith and John Miller.

The Columbia River Railroad Co. was incorporated November 22, 1862 with \$500,000 capital the directors being Joel Palmer, Joseph Watt, John F. Miller and officers of Hiram Smith, president, John Miller vice-Pres.; J.J. Hoffman, secretary. J.B. Condon was also a director. These companies were the same and bought the right-of-way which the railroad now follows and for a time had a summer wagon road and pack trail toll road.

The Dalles Railroad Co. was incorporated Oct. 16, 1862 with capital of \$800,000 the incorporators being J.C. Ainsworth, D.F. Bradford, R.R. Thompson and they built the railroad at Cascade Locks for movement of freight and expanded their activities on October 21 of 1862 taking in J.S. Ruckel, as president; S.C. Reed as vice-president and George Murray as secretary and W.S. Ladd, Portland banker on the board of directors with Ruckel, Reed, Bradford and Thompson. Their expanded activities included the organization of the Oregon Steam Navigation Co., the buying up or absorbing into the company of all steamboat business on the Columbia river, meaning the lower Columbia, the middle Columbia and the upper Columbia. They then rebuilt the Cascade Locks portage railroad on the Oregon side of the river and built the railroad from The Dalles to Celilo to handle traffic and freight on the upper Columbia river. This company made millions of dollars between 1862 and the building of the railroad in 1882.

Joel Palmer's Columbia River railroad company never did make any money and held their holdings for 20 years until they finally sold to Henry Vallard who built the railroad from Portland to The Dalles and Wallula to connect with his Northern Pacific railroad to Chicago.

The history of this boat and railroad company is covered elsewhere, in this book, and only listed here to show the original incorporated set-up which was not very plainly outlined elsewhere.

The Dalles in 1878

The Portland directory of 1878 lists The Dalles population as being 1500.

Dalles attorneys for 1878 were J.E. Atwater, J.C. Cartwright, J.B. Condon, John Mitchell and B. Whitten. F.S. Wood was the only blacksmith listed. Books were sold by Nickelsen & Fredden. Boots and shoes were handled by Wm. Maroney, F.D. Sanders and Fred Wickman. Breweries were operated by August Beigle and Henry Clerish. Merchants were S. Blumauer, McFarland & French; Moody & Co.; M. Newman; Max Vogt & Co.; George Williams; Wingate & Co.; Al Bettingen; E.B. Comfort; Wm. Moabus; George Rush; E.P. Fitzgerald and Henry Wentz. George W. Corum and Frank & Co. sold harness and saddles. Saloons were operated by T. Baldwin; A.K. Bonzey; Tom Cook; Earl & Slade; Wm. Hartman; R.B. Hood; Ben Kortan; Henry Schmidt; Henry Clerish; Victor Trevitt. Real estate was sold by Coffin & Thornbury. H. C. Gordien was a harness maker and sold saddles on 3rd street.

Boat Distances from The Dalles

To Portland 110 miles; to Cascades 50 miles; to Celilo 16 miles by rail; to John Day river fueling point 32 miles; mouth of Willow creek 66 miles; Umatilla 100 miles; Wallula 126 miles; mouth of Snake river 137 miles; to Salmon river 268 miles; to Lewiston 286 miles.

Stage Distances from The Dalles

To Deschutes Bridge 19 miles; to Umatilla 100 miles; to Walla Walla 170 miles; to Oro Fino mines 377 miles; to Elk City 382 miles; to Florence 382 miles; to Warren's Diggings 392 miles over Mullen road; to Granite City 175 miles; to Auburn 239 miles; to Bald Mt. 317 (Baker county); to Canyon City 181 miles; to Lewiston 282 miles; to Palouse 235 miles; to Cour de Alene 350 miles; to Steven's Pass on Mullen road 406 miles; to Black Foot Crossing 538 miles; to Mullen's Pass in Rockies 639 miles; to Fort Benton, Montana 788 miles; to Boise 400 miles; to Salt Lake City 800 miles. Freight and stages left The Dalles between 1882 and 1882 almost daily, weather permitting, for all these points listed, except Salt Lake City which had only stage service. It was also 140 miles to Prineville and about 300 to Lakeview. North it was considered 80 miles to Yakima and about 140 to Ellensburg.

Auburn mining camp, 10 miles west of Baker had a population of 6000 between 1882 and 1884. The mining town of Clarksville, 500 population was 25 miles southeast of Baker. Eldorado mining town with an 1884 population of 500 was 28 miles south of Baker. Marysville was only 1½ miles southeast of Eldorado. Rye Valley was an important mining camp in Baker county. Camp Harney was 80 miles south of Canyon City which made that military camp 260 miles from The Dalles (1873). Camp Watson was 100 miles southeast of The Dalles on the Canyon City road and an important military camp to keep the road free from Indian attacks. C.N. Thornbury ran the general store and post office at Camp Watson and Dr. Wm. Shackelfort, later of The Dalles was military physician. C. N. Thornbury also operated a general merchandise store at Spanish Gulch. Bridge (creek) was 110 miles SE of The Dalles. Wasco 12 miles south-east of The Dalles on The Dalles to Canyon City road.

The Dalles in 1881

Just before the railroad was extended into The Dalles (in 1882) the 1881 directory listed stages leaving from The Dalles to Prineville; Canyon City; Wapinitia; Heppner; Condon; Fossil; Umatilla; Walla Walla; the Utah-Idaho-Oregon State line to Boise and Kelton, Utah leaving at 6 A.M. daily and arriving at 3 A.M. daily making connections with the Union Pacific railroad to points east; the Goldendale-Yakima-Ellensburg stage; the Sherman county stage. Antelope was an important stage junction point for Prineville; Fossil-Condon-Heppner; Mitchell to Canyon City stages; the Sherman county stage and stages to The Dalles.

The 1881 directory said the Umatilla House had just recently been rebuilt after destruction by the big fire of 1879 at a \$35,000 loss without insurance. The new hotel had 140 rooms and 20 suits of rooms and 5 large rooms for travelling salesmen to display their merchandise. Col. N.H. Gates was given credit for laying out The Dalles and being the oldest inhabitant, with the exception of Edward Crate and J.B. Condon, was the popular mayor of The Dalles. Other business men were:

Frank Abernathy, O.R. & N. agent; W. R. Abrams, accountant; J.H. Adams, shoemaker; G.L. Allen, saloon; George Anderson, gunsmith; F.C. Arnold, soda works; Dr. H.L. Atwater, physician; J. E. Atwater, attorney; Hale Backento, barber; T. Baldwin, saloon; Chas. Bauer, bakery; A. Baum, grocery; H.M. Beall, commissioner; Wm. D. Beall, cashier for railroad; E. Beck, jewelry; Bender & Mell, meat; T.W. Bernard, vegetable stand; Al Bettingen, hardware; J.M. Bird, livery stable; Blumauer & Son, merchant; F.G. Brchow, saloon; A.K. Bonzey, saloon; Brooks & Humason, flour mill; August Buchler, brewery; A. Bunnle, agriculture implements; John Cann, saloon; Cates & Ferizzell, lumber; Mrs. Philopena Chapman, Chapman rooming house; C.E. Christman, grocery and feed store; D.C. Clapp, saloon; H. Clarish, Philadelphia saloon; L. Coffin, registrar U.S. land office; Comfort & Hall, merchants; H.S. Comfort, baggage master; J. B. Condon, attorney; Dr. V.T. Cooke, physician; B. Corbet, freight clerk; Crossman & Ferdinand, saloon; Crossen & Trevitt, auctioneers; Albert Crum, tobacco; J. F. Curtiss, master mechanic; F. Dehm, jeweler; Mrs. Lacy Delagrang, laundry; Dorey & Williams, restaurant; J.B. Dickerson, butcher; Dr. O.D. Doane, physician; Mrs. E. Doherty, millinery; F. Drews, barber; Dunham & Holbrook, druggists; Edgar & Co. butchers; Mrs. Ad Edgar, ladies furnishings; D.W. Edwards, painter; Mrs. A. Everest, millinery; Patrick Fagan, merchant tailor; E.P. Fitzgerald, hardware; J.S. Fordyce, railroad agent; L. D. Frank, saddler and harness maker (also musician); Freeman Brothers, cigars; J. Freiman, boot and shoe merchant; A. Freedman, manager D.F.M. Co. store; D.M. & J.W. French & Co., bankers.

J.E. Grantenbeen, shoemaker; N.H. Gates, attorney; A. Gehres, confectionery and ice cream; Frank Gehres, photographer; H. Gerson, variety store; Chas Gilgard, cigars; Wm. Goodwin, boarding house; Wm. Grant, lumber; C.A. Griffin, cigar and variety store; E.L. Grimes, livery and feed stable; Henry Groenminger, boarding house; Henry Groeninger, Oro Fino saloon; F.J. Grunouz, merchant tailor; Wm. Grundlach, Fountain saloon; Handley & Sinnott, Umatilla House; Wm. M. Hand, publisher of Mountaineer; S. Harris, farmers and merchants store; A.W. Hart, Ark saloon; Henry Herbring & Joseph P. McInerney, dry goods; H.P. Hicks, furniture; Hill & Mays, attorneys; E.E. Hill's saloon; C.S. Holmes, barber; R.B. Hood, livery & feed stable; A. Hyde, boarding house; Mrs. E. Ingraham, millinery; Mrs. Nellie Jones, dressmaker; T.M. Jones, Delmonico restaurant (best meals in town 20¢); T.H. Johnston, fruit dealer; Louis Kiss, Pioneer hotel; Ben Kortens's saloon; Chas. Kron, planing mill.

Mrs. J.B. Lamb, fruit dealer; E.S. Larsen, money broker & real estate; John Law, jeweler; Lecuyer & Roger, beer hall; Fred Lemke, beer hall; J. Levy, tobacco & crockery; George Leibe, blacksmithing; Mrs. Mollie Linder, dressmaker; Logan & Richardson, physicians; Rudolph Lusher, barber; Otto Mangold, fruit & vegetables; Marsh & Michell, Weekly Times; L.L. McArthur, circuit judge; J.J. McClelland, wholesale liquors; McConnell & Griffin, dry goods & groceries; McFarland & French, general merchandise; C. McFarland, yardmaster for O.R. & N railroad; A.R. McPhee, contractor; H. Meier, saloon; Tom Merry, publisher of Inland Empire; H.D. Merwin, saloon; Henry Michell, blacksmith; John Michell, attorney; Wm. Michell, planing mill; T.W. Millar, hardware; Mrs. A.L. Moabus, lodging house; Z.F. Moody, general merchandise; Winslow S. Myers, Civil War veteran attorney; L. Newman, bakery & grocery; T.T. Nicholas, hotel; H.C. Nielsen, merchant tailor; R. Noble, bookkeeper for O.R. & N railroad; M.T. Noland, fruit stand; Nye & Dean, saddles & harness; J.W. Ogilbee, groceries and gents furnishings; John O'Neil, merchant tailor; L.E. Peat, telegraph operator; Joe Peters, wood dealer and lumber; Chas. Phipps, car builder; George Plumb, painter; R.O. Porak, brewery; Potter & Kerrison, saloon; J.F. Powers, furniture; Prinz & Nitschke, furniture; George Reeder, wagonmaker; Jacob Richert, coffee-house; Rickman & Vaio, Welcome saloon; W.F. Robinson, dentist; Roemer & Skibby, iron works; Roseman & Butler, wool & hides; George Rush, bakery and groceries.

H.H. Stansbury, telephone operator; O.S. Savage, painter; Schmidt Bros. saloon; J. Selling, dry goods; Dr. D. Siddall, dentist; Tom Smith & Hansen, restaurant & hotel; Snipes & Kinnersly, druggists; Snipes & Smith, flour mill; W. Snyder, restaurant; Theodore Steiner, sample room; H.C. Stener, barber; J.E. Stuart, painter; J.B. Sullivan, saloon; Henry Sunshine, store; O. Sylvester, lumber; Earl & Taylor, Mt. Hood saloon; E.A. Taylor, White Elephant saloon; C.N. Thornbury, receiver U.S. land office; Tilley Taylor, Concert saloon; Louis Tremean, Ville de Paris saloon; Vogte & Callenberg, general merchandise; Walls & McLeod, Live Oak shoe store; Watkins & Bennett, attorneys at law; Wells Fargo Express Company. J.E. Wetmore, shooting gallery; L.H. Whitcomb, boot & shoes manufactured; Whitten & Bird, attorneys; Fred Wickman, shoemaker; Edward Wicks, Bull's Head saloon; Wigle & Jackson, butchers & packers; Williams & Marchbanks, livery and feed stable; E.M. Wingate, general merchandise; August Wintermeier, wagonmaker; G.W. Wiseman, Newark saloon.

The Dalles in 1883

The Dalles directory, published for T.H. Ward & Co. by the Wasco Sun of The Dalles in 1883 said the population of the city was 3000, quite a rapid growth since completion of the railroad which invested a million dollars in The Dalles terminal and employs 500 men.

Frank Abernathy, land office clerk; W. R. Abrams, with French & Co.; L.J. Abrams, dry goods; Chas. Adams, dentist; Laura Adams, music teacher at academy; A.F. Adams, railroad carpenter; S.B. Adams, woven wire bed factory; P. Adams, capitalist; Adams & Brown, livery stable 2nd & Laughlin; J.S. Albright, railroad boilermaker foreman; George Allen, owner Jackson saloon; A. Allen, railroad fireman; Wm. Allen, railroad carpenter; S. Allen, railroad carpenter; John Allen railroad laborer; Chas Allison railroad machinist; B.W. Alkion, RR waterman; Chas Allison RR engineer; Chas Anderson RR blacksmith; G. Anderson, RR fireman; Geo. Anderson, gunsmith; Geo. Anderson, RR engineer; D.J. Anderson, bartender; Mrs. H.J. Appy, physician & surgeon; J.E. Atwater, attorney; B.S. Armstrong, labor; Henry Artis, RR moulder.

W.H. Bachlor, carpenter; S. Baden, clothing; Max Baden, clothing; A.B. Bailey, RR engineer; D. Baker, bartender; C.C. Baker, waiter; Jim & John Baldwin, saloon 1 & Court; Andrew and T. Baldwin, bartenders; A.D. Ballard, RR carpenter; W.C. Ballard, RR carpenter; T.W. Bannard, owner Delmonico restaurant; G.W. Barnes, RR carpenter; O.L. Barrett, RR engineer; O.W. Barrett, RR boilermaker; A. Baum, merchant on 2nd; L. Baum; J. Baumgartner, RR carpenter; H. Baumgarten, RR painter; H.M. Beall, banker with Schenck; C.A. Bedder, waiter; Geo. Beers, city marshal; Joe Beesley, sheepman; H.J. Berry, RR car shops; F. Bender, butcher; A.F. Bender, RR laborer; Fred Benzer, Fort Dalles baker; Jake Betterman, waiter; Al Bettingen, hardware; Al Bettingen, Jr., hardware; J.H. Bird, attorney; John Bird, fireman; James H. Blakeny, city policeman; H.J. Blakeny, RR carpenter; J.W. Blakeny, watchman; Ben Blumauer, dry goods; S. Blumauer, dry goods; S. Blumer, RR carpenter; J.C. Soag, RR engineer; J.C. Boedefeldt, RR pattern maker; G. T. Bolter, owner Jackson House; George Bolter, with Jackson House; W. H. Bolter, RR laborer; Geo. Booth, RR carpenter; A. Bonnell, RR carpenter; John Bonner, RR engineer; S.W. Bonver, RR carpenter; A.K. Bonzey, owner Snow Flake saloon; S. Bowman, RR car repairman; F. Bouer, carpenter; J. W. Bradbury, with Sylvester & Co.; R.W. Erashman, RR wiper foreman; John Britton, RR draughtsman; Henry Bruens, harness maker; F. Bridges, RR car repairman; Rev. A. Bronsgeest, pastor Catholic church; Chas. Brown, RR waterman; George Brown, RR station engineer; G.R. Brown, RR fireman; W.A. Brown, foreman, Times-Mountaineer; Albert Brown, machinist at RR shops; N.N. Brown, nightwatchman for Jackson House; F. Brown, RR carpenter; August Buchler, owner, Columbia Brewery; Carrie Eulger, composer, Times-Mountaineer; A. Bunnell, hardware merchant; D.A. Bunnell, hardware; C.A. Bunnell, hardware; M.C. Burger, RR wiper; David Burke, blacksmith; Jno. Burke, RR carpenter; Dan Burkhalter, teamster; I.R. Burget, carpenter; C.H. Burnell, RR engineer; C. Burchtorf, R.R. carpenter; Geo. Busley, RR labor; Leslie Butler, grocer; W.H. Butts, city.

J. Campbell, stockman; W. Campbell, RR painter; A. Canfield, RR carpenter; S.H. Canfield, grocer; J. Cantwell, laborer; J. Carey, engineer; S. Carey, RR laborer; W. E. Carlock, farmer; P. Carlson, RR carpenter; Joe Carrigan, coremaker; J.R. Carson, RR engineer; Peter Carter, waiter; A.S. Cathcart, drayman; Central Market, 2nd bet Court & Washington; Miss Ellen Chamberlain, teacher at Wasco Academy; W. Chambers, laborer; Wm. Chambers, machinist at RR shops; Mrs. N.W. Chapman, capitalist; E. Chapman, RR laborer; Tom Cherry, RR car repairman; F.W. Childs, RR carpenter; T. Christenger; C.E. Christman, grocer; J. Christman, RR engineer; C. Christman, Cosmopolitan clerk; F. Christman, barber; Wm. Christman, laborer on RR; D.W. Chruuch, RR engineer; L. Clanton, blacksmith; C. Clark, RR laborer; C.G. Clark, RR engineer; T.C.V. Clark, RR boss wiper; Jno Clayton, RR boss pattern maker; H. Cherish, saloon; Frank Cloutman, Jackson House saloon; L. Coffin; Leslie Coffin, salesman; Columbia Hotel, 1 & Union, T. T. Nichols, prop.; D. Columan, RR blacksmith; J.J. Conyges, RR car repairman; J. B. Condon, attorney; S. Conkwright, RR carpenter; James Conley, RR blacksmith; M. Conner, RR laborer; H. Conrad, RR carpenter; George Conrad, barber; S.P. Conroy, Selling store; M. Conroy, RR fireman; John Cook, painter; A.J. Cook, RR laborer; J.R. Cook, RR laborer; F.A. Cording, laborer; Cosmopolitan Hotel, 1st St. T. Smith, prop.; James Cosgrove, RR machinist; J.W. Costello, RR pattern maker; Chas Craig, printer; Kate Craig, compositor on Mountaineer; Frank Craig, blacksmith; J.H. Grain, RR laborer; W. Cran, with M.T. Nolan store; E. Crandall, telegraph operator; R.W. Crandall, carpenter; C.J. Crandall, carpenter; F. Cronin, RR fireman; C. Crosby, RR engineer; A. Crum, tobaccoist; P. Cullins, moulder; M. Curray, RR engineer; A. Curtiss, RR engineer; J.N. Cushman, RR machinist; W.P. Covillaud, druggist with Waldron; E.R. Cowgill, RR laborer.

James Daley, RR car repairman; Mrs. C. Davis, City Restaurant owner; F. Davis, RR laborer; J.A. Davis, RR laborer; W. Davis, Cook; Walter Davis, cook; C.B. Dawley, carpenter; A.P. Dawson, RR laborer; A.S. Day, steward at New Columbia hotel; Frank Dean, harness maker; J.B. Dickerson, Central Market owner; Harry Dickerson, baker; W. Dell, RR laborer; J. Demsey, RR blacksmith; E.H. Dennis, RR wiper; Frank DeViere, bartender at Columbia hotel; Mathias Dewisoord, brewer; J. Dexter, RR wiper; Dr. O.D. Doane, physician; H. Dodge, RR wiper; C. Doer, RR carpenter; Rev. Ed. Doering, pastor German Evangelical Lutheran church; Sam Dowsworth, RR carpenter; John Dolan, RR blacksmith; Tim Donovan, moulder; Frank Dooley, RR machinist; J.B. Dow, City Market owner; J. Doyle, RR engineer; J. Doyle, RR fireman; Henry F. Dietzel, grocer; M. Diamond, house raiser; Chas. W. Deitzel, grocer; Z. Dimerick, RR blacksmith; H.H. Draper, Vienna restaurant owner; Chas Y. Draper, foreman for M. Diamond; Fred Drew, moulder; C.L. DuBois, Columbia saloon owner; Wm.M. Dumdi, baker; Chas E. Dunham, druggist; Josiah Dunning, laborer; Chas Durand, laborer.

Robert Earle, Mt. Hood saloon owner; H.P. Eastman, RR engineer; D.C. Ehart, harness maker; Ad Edgar RR supply agent; George Edgar, RR messenger boy; D.W. Edwards, RR painter; R. Edwards, baker; C. Elks, fireman on RR; J.M. Elliott, carpenter; W.H. Elliott, RR machinist; F. Emerson, helper at RR foundry; Sam Engle, moulder; H.C. Enos, RR engineer; T. Erhart, RR engineer; T.T. Esping, RR carpenter; C. Eubanks, RR fireman; G. Evans, RR laborer; C. Evans, RR engineer; E. Evans, RR fireman; N. Evans, RR painter.

Mrs. E.A. Fredden, Eureka restaurant owner; Patrick Fagan, tailor; D. Failey, drayman; P.E. Farrelly salesman; F. Fenton, RR laborer; L.E. Ferguson, RR engineer; C.W. Field, RR fireman; A. Fields, carpenter; H. Fisher, RR painter; H.J. Fisher, RR paint shop foreman; Chas Fisher, RR machinist; E. H. Fisher, Clerk in L. Selling store; D.E. Fisher, carpenter; J.E. Fisher, moulder; J.W. Fisher, RR moulder; P.E. Fisk, liquor dealer; R.M. Fitch, chief RR clerk; E.P. Fitzgerald, merchant; M.J. Fitzgerald, painter; Maurice Fitzgerald, salesman; E. Fitzgerald, RR wiper; A. Fleck, RR laborer; Rev. J.D. Flenner, pastor of Methodist church; S. Fletcher, RR engineer; A. Floyd, RR blacksmith; John Fogarty, laborer; Lee Foreman, waiter of Cosmopolitan; John Foshock, RR machinist; George Foster, carpenter; John Fourtune, carpenter; C.M. Fouts, prop. Sample Rooms; C.W. Fox, salesman; L.D. Frank, harness maker and musician; J. Franklin, RR car repairman; S. Frazier, RR carpenter; James Frazier, RR carpenter; J. G. Fredden, crockery & glassware store; M.W. Freeman, RR laborer; J. Frieman, boot & shoe maker; F. Frieman, confectioner; J.W. French, banker; D.M. French, banker; Booth French, merchant with McFarland; James L. Frenier, drayman with Cathcart; Jacob Fritz, librarian for railroad; Martin Fritz, brewer; J. Fulton, surveyor; E.M. Furman, music dealer; G.C. Furnham, RR wiper.

T.L. Gagan, waiter at Cosmopolitan hotel; F. Garber, RR painter; Chris Gardner, RR car repairman; W.E. Garretson, jeweler; G.W. Garrison, blacksmith; L. Gatch, RR boilermaker; T.M. Gatch, professor at Wasco Independent Academy; Gates & Wilson (N.H. Gates & W.H. Wilson) attorneys; A. Gehres, candy factory owner; L. Geoghagan, waiter at Cosmopolitan hotel; John George, RR engineer; Tom Gerrity, RR painter; H. Gerson, crockery; R.F. Gibbons & Jno Marden, real estate; A. Gibson, RR car repairman; R. Gibson, moulder; C.A. Gilbert, machine agent; E. Gillespie, RR blacksmith; W. H. Gilhousen, photographer; Chas Gilgard, tobaccoist; J. Gilligan, RR laborer; Hugh Glenn, contractor; P. Goady, RR car repairman; P. Godfrey, RR carpenter; A. Goety, RR machinist; A. Goff, RR wiper; B. Goffeny, saddler; E. Goldstan, RR laborer; Tom Gordon, capitalist; G.P. Gotfredsen, RR carpenter; F. Gotfred, RR machinist; H. Gould, RR painter; W.J. Graham, RR engineer; Alex Gray, fruitman (orchardist); Rev. D.B. Gray, Congregational church; Wm. Gray, RR machinist; R.H. Greely, commission merchant; A.S. Green, gunsmith; H.E. Groeninger, Oro Fino saloon owner; F.J. Grunow, tailor; J. Guast, RR wiper; W.S. Gurthrie, RR carpenter.

A. Hackett, RR laborer; J.H. Hageny, with Snipes & Kinersly; C.W. Halsey, RR carpenter; Tom Halin, porter at Jackson House; George Hampshire, RR engineer; T. Hampshire, blacksmith; H. Hampshire, blacksmith; D. Handley & N.B. Sinnott, peeps Umatilla House; Ed Handley, RR machinist; W.R. Hansall, RR carpenter; H. Hansen, RR carpenter; Chris Hansman, RR carpenter; H.S. Hannah, RR laborer; G.A. Hardy, manager of Western Union; J.E. Hardy, painter with O.S. Savage; John Harrison, boss RR wiper; W. Harris, RR laborer; S. Harris, dry goods; F. Hathaway, RR painter; Tom Hayden, jailor; E. Hayes,

RR engineer; L. Hayes, RR fireman; F. Haynes, RR laborer; M.L. Heflin, RR carpenter; Sam Hellis, moulder; John Hennessey, RR blacksmith; R. Hensley, RR boilermaker; Anna Hensley, milliner; W. Hendricks, RR laborer; George Herbart, RR clerk; D. Heroux, RR carpenter; Henry Herbring & J.P. McInerney, dry goods merchants at 2nd & Court; H. Hermans, waiter at Columbia hotel; T.T. Herbert, RR laborer; T. Higgins, RR car repairman; W. Lair Hill & F.P. Mays, attorneys in French building; H. Hilliar, RR painter; A.W. Hilderbrand, harness maker; Chas Hilton, RR laborer & fireman; S.J. Hipolito, harness maker; John Hickey, with O. Sylvester & Co.; C.C. Hobart, master RR mechanic; C.F. Hobart, RR machinist; M.T. Hootor, RR blacksmith; H. Hofmeyer, RR carpenter; W.P. Holmes, cook; C. Holman, RR laborer; Chas Hood, cooper; J.L. Hood, RR laborer; R.B. Hood, livery stable; N. Howe, carpenter; C. Howe, RR blacksmith; Ezra Hoxey, bartender; John Hoyer, RR blacksmith; G.C. Hubbell, RR laborer; A. Hudson, builder; P.H. Hudson, farmer; Tom A. Hudson, real estate; Fred Hues, RR tin shop foreman; A.D. Hughes, RR carpenter; J.J. Hughes, RR carpenter; C.E. Hunt, RR carpenter; C.C. Hunt, RR carpenter; Harry Hunt, porter with McFarland & French; C. Hunt, RR laborer; George Hunter, RR engineer; E. Husion, RR wiper; Ed Huston, RR fireman; R.P. Hutchinson, tobaccoconist.

H.W. Ingalls, RR machine helper; A.E. Ingaham, tinsmith; J. Irvine, county commissioner; F. Irvine, tannery owner.

A. Jackson, RR laborer; Adolph Jackson, clerk with S & N Harris; J.J. Jacobs, moulder; Wilson J. Jeffreys, RR carpenter and Mexican War veteran; J.M. Johns, RR fireman; S. Johns, RR machine helper; Tom Johns, foreman of RR machine shop; T.H. Johnson, salesman; M.C. Johnson, RR laborer; E.B. Johnson with Waldron & Covillaud; J.A. Johnson, RR engineer; George Johnson, foreman of RR yard gang; C.M. Johnson, RR blacksmith; P.M. Johansen, RR car repairman; S. Johnson, railroad painter; Al Johnson, RR painter; A.G. Johnson, deputy sheriff; G.W. & I.P. Joles, feed & express business; T.N. Joles, RR baggage master; Louis Jones, RR fireman; L. Jones, RR machinist; W.J. Jones, horseshoer; H. Juker, painter.

Chas Kane, carpenter; A. Kaneek, RR foundry helper; P. Keary, painter; J.P. Keary, RR painter; T.J. Keenan, RR blacksmith; Tom Kelley, bartender at Cosmopolitan hotel; Patrick Kelley, RR laborer; James Kelshaw, RR boilermaker; A. Kelshaw, RR boilermaker; Fred Kemp, RR blacksmith; A. Kennedy, RR carpenter; Arthur Kennedy, printer's devil on Times-Mountaineer; L. Kimball, salesman; F.M. King, RR watchman; F. H. Kinsey, RR car repairmen foreman; O. Kinersly, druggist; G. Kirkland, salesman with McFarland & French; Wm. Kirby, RR boilermaker; Sam Klein, bartender at Jackson's saloon; Peter Klint, restaurant owner; G.H. Knaggs, county clerk; Ed. Knight, RR machinist; R.L. Knight, RR engineer; Chas Kohler, deputy U.S. Marshall; M. Kramer, RR carpenter; Chas Kron, carpenter; J. Kuhn, brewerymen.

James Lacy, RR carpenter; W.J. Lafoon, sody works owner; M. Lamley, gardner; W.A. Lambert, waiter; M.V. Lang & R.J. Marsh, owners of Wasco Sun; Thomas S. Lang, editor, Wasco Sun; Annie M. Lang, school-teacher; Chas Larsen, RR car repairman; J.H. Larsen, feed & livery stable; J.N. Laubach, druggist with Snipes & Kinersly; B.F. Laughlin, capitalist; H. Lauretson, RR carpenter; A. Lauer, RR blacksmith; C.F. Lauer, RR foundryman; Jerome Lauer, wheelwright; Isaac Laurence, bootblack; J.J. Lawler, engineer; J. Lavey, RR fireman; James Leary, RR laborer; G. Ledford, RR laborer; H. Ledon, RR car repairman; R. Leeman, foundryman; Fred Lemke, saloon keeper; Hugh Lewis, furnaceman; Wm.M. Lewis, sheep inspector; John Lewis, foreman at Fulton Iron works; A. Lewis, RR machinist; B. Lewis, RR machinist; O. Lewis, RR machinist; Phil Lewis, drayman; George A. Liebe, mayor; Ada Linder, dressmaker; J. Linville, RR painter; Frank Lippe, harnessmaker; H. Logan & J.A. Richardson, physicians & surgeons; C.E. Long, RR clerk; Chas Long, RR laborer; W. Lord, capitalist; Robert Lowe, RR boilermaker; Oscar Lowell, RR blacksmith; Robert Lowry, RR engineer; W.E. Lucas, RR fireman; Geo. W. Lucas, tanner; Rudolph Lusher, barber; J. Lytle, railroad wiper.

Rev. W.L. MacEwan, Episcopal church; Francis Magee, carpenter; L.S. Magee, Jackson hotel clerk; Chas Malquist, RR boilermaker; W. Maloney, RR blacksmith; S. Maltoonea, RR machinist; O. Mangold & R.E. Williams, grocers; Geo. Manning RR machinist; S. Manning, RR boilermaker; David Mann, tailor; John M. Marden, real estate; Wm. Marders, druggist; R.B. Marsh; T. Marsh, RR laborer; R.J. Marsh, Wasco Sun; Jno Massey, RR boilermaker; H. Mason, RR carpenter; S. Mason, RR laborer; Jno Mathersen, RR engineer; A.E. Mathlesen, RR carpenter; L. Matthews, RR fireman; N. Mathias, capitalist; F.P. Mays, attorney; Robert Mays, capitalist; W.E. McArthur; L.L. McArthur, attorney; Chas McAfee, moulder; A.S. McAllister, bookkeeper for E. Wingate; C. McCormack, RR engineer; J.H. McConley, RR machinist; John McCue, steward at Cosmopolitan hotel; W. McDonald, with O. Sylvester; N. McDonald, RR boilermaker; J. McDonald, RR car repairman; F. McDonald, RR wiper; Ed McEntee, moulder; E.B. McFarland & Smith French, merchants; C. McFarland, RR ticket agent; H. McFarland, RR carpenter; T.W. McFarland, RR machinist; W.A. McFarland, expressman; F. McGuire, foundryman; James McDuire, bartender at Umatilla House; F.A. McGee, harnessmaker; J.T. McGrath, RR blacksmith; J.P. McInerney, clothing merchant; J.H. McIntosh, RR engineer; Chas. McIntosh, RR laborer; John McKenna, RR blacksmith; D. McLeod, with Z.F. Moody; B. McNeil, carpenter; J. McNulty, steamboat captain; George McNulty, RR engineer; Chas McNulty, fisherman; F. McPherson, clerk; Jas Meagher, RR carpenter; T.A. Meed, miner; W.J. Mercer, machinist(RR); Chas Mercer, ice dealer; E.S. Merrill, fishmonger; C. Metzdoeff, bartender; Ed Metcalf, foundryman; Wm. Michell, planing mill owner; Rosa Michell, compositor on Times-Mountaineer; H. Michell, blacksmith; John Michell, editor & prop Times-Mountaineer; Jeff Miller, blacksmith; P. Miller, RR fireman; T.W. Miller, hardware; Wm. Millean & Anna Hensley, milliners; Wm. Millican & Co. of Klickitat county; M. Miley, moulder; S.J. Millard, harnessmaker; John Milwell, tinsmith; C.F. Mires, horse trainer; Mrs. Anna Moabus, prop Palace Lodging House; Wm. F. Moabus, RR blacksmith; F. Montgomery, RR carpenter; Z.F. Moody, merchant and governor of Oregon; M.A. Moody, manager of Z.F. Moody properties; Z.A. Moody, freight agent for Z.F. Moody; Wm. H. Moody, salesman for Z.F. Moody; Ralph Moody, clerk for Z.F. Moody; N.F. Moody, RR wiper; M.T. Moore, RR carpenter; A.B. Moore, feed merchant; E.C. Moore, RR laborer; L.L. Moore with S.B. Adams; P. Moran, RR watchman; J.C. Morten, RR laborer; Ed. Mullery, moulder; Michael

Mulvahill, fishmonger; M. Munson, RR painter; George C. Munger, wheelwright; Frank Murray, blacksmith; James Murray, clerk for Herbring & McInerney; J. Murphy, RR blacksmith; G.W. Murphy, RR tinsmith; J.J. Murphy, RR machinist; Richard Murphy, RR wiper; H. Myer, RR fireman; Winslow S. Myers, attorney; Mrs. W.S. Myers, teacher at Wasco Independent Academy.

O. Nielsen, RR carpenter; A. Nielsen, RR tinsmith; J.C. Neitz, Central Market co-owner; T.H. Neitz, Central Market; George Nelson, RR blacksmith; J. Nettle, RR machine helper; L. Newman, City Bakery owner; I.C. Nickelsen, bookseller & stationer; H.O. Nickelsen, clerk for I.C. Nickelsen; T.T. Nichols, Columbia Hotel owner; P. Nicholson, RR machinist; P.J. Nichols, barber; Mrs. A.S. Nichols, sewing machine agent; S.D. Nichols, RR engineer; J.A. Nicholson, RR watchman; H.C. Nielsen, merchant tailor (father of Allie and Klint Nielsen of Mill creek); Joseph Nitschke, furniture manufacturer & merchant; M.T. Nolan, book-seller & stationer; L. Nolan, bartender; J.F. Nowlin, clerk for E.P. Fitzgerald.

John O'Brien, RR engineer; Tom Olesen, deputy postmaster; J. O'Neill, RR machinist; John Osborn, Carpenter; S.P. Ostland, RR carpenter.

F. Palmer, RR engineer; Wm. Parker, RR blacksmith; S.H. Parker, RR laborer; Joe Parodi, bartender; R.W. Patten, RR engineer; Wm. Peppard, RR wiper; J.T. Peters, lumber dealer; H. Peterson, RR laborer; A.C. Phelps, lumber dealer; C.A. Phipps, RR carpenter's foreman; T. Phillips, RR laborer; C.L. Phillips collector; E. Pitman, RR carpenter; H.S. Pike, RR carpenter; J. H. Plummer, RR car repairman; B. Plessy foundryman; Chas Pohl, RR blacksmith; J.T. Posth, RR machinist; B.M. Potter, RR carpenter; J. Potter, RR laborer; Peter Powers, RR section boss; Tom Powers, compositor on Times-Mountaineer; Patrick Powell, RR blacksmith; E.L. Pratt, RR engineer; H.A. Pratt, RR machinist; S. Price, RR carpenter; Theodore Prinz & Joseph Nitschke, furniture manufacturers; C. Putman, RR fireman.

John Quaid, night clerk at Umatilla House.

M.J. Rabbitt, moulder; L. Rambon, cooper; A.N. Ranger, bartender; Manly Ran, foundryman; J.A. Randall, RR engineer; R.P. Ray, RR car repairman; W. Raymond, coremaker; R.B. Read, Wells-Fargo agent; P. Reardon, RR blacksmith; George Reed, drayman; Wm. Rehbein, RR carpenter; C.H. Remoe, foundry helper; S.F. Richards, RR machinist; W.D. Richards, RR carpenter; I.C. Richards, Jackson House clerk; J.A. Richardson, physician; C. Rickman, saloon keeper; J. Riedy, RR laborer; A. Ritchie, RR laborer; John Roberts, RR car repairman; E. Roberts, harness maker; R.D. Robertson, RR carpenter; J.A. Robbins, coroner; J. Robinson, RR carpenter; W.F. Robinson, dentist; Mrs. E.J. Robinson, dressmaker; James Rooney with L.D. Frank; J. Root, cooper; L. Rorden, crockery merchant; R.A. Roscoe, RR carpenter; J.K. Rowe, RR machinist; B. Rosenthal, tailor; George Rush, Oregon Bakery owner; J. Russell, RR wiper; Foster Russel, bartender at Cosmopolitan Hotel.

J. Sambrano, harness maker; F.F. Sampson, RR carpenter; O. Sandman, city bill poster; Fred Sandroff cigar maker; W.H. Sanders, blacksmith; L.G. Sanders, merchant; M.W. Saulsbury, RR machinist; O. S. Savage, county judge and master painter; W.C. Savage, Northwest News agent; H. Schaeffer, RR car repairman; Emil Schanno, capitalist; Emil Schraeder with George Rush; J.S. Schenck & H.M. Beall, bankers on 2nd; Otto Schmidt, RR carpenter; Chas L. Schmidt, owner of City Mills; Wolfgang Schrader, owner of Butchers' & Farmers' Exchange saloon; John Sellers, RR blacksmith; L. Selling, dry goods merchant; Wallace Semple, with O. Sylvester; James Semple, RR laborer; Frank A. Seufert & Theodore J. Seufert (Seufert Brothers) owners of the American Market; J.T. Sevol, RR machinist; B. Shay, RR wiper; T. Shannon, harness maker; Henry Shattuck, harness maker; J.H. Sheak, RR machinist; Wm. Sheffield on Wasco Sun; S. Sherman, RR storekeeper; W.G. Sherman, RR engineer; Chas Shilling, RR carpenter; Kate Shields, dress-maker; W.B. Shuta, RR wiper; D. Siddall, dentist; N.B. Sinnott $\frac{1}{2}$ owner of Umatilla House; John Silva, foundryman; N. Simonson, RR laborer; Wm. Skibbe, RR machinist; Fred Skibbee, City Iron Works owner; H.C. Smart, RR carpenter; J.C. Smith, RR wiper; N.B. Smith, porter; C. Smith, bartender; J.C. Smith, RR machinist; Henry Smith, with George Rush; P. Smith, foundryman; W.J. Smith, RR machinist; James Smith, RR car repairman; W.R. Smith, RR carpenter; G.M. Smith, RR laborer; Phillip Smith, watchman; Thomas Smith, Cosmopolitan Hotel owner; W.R. Smith, county commissioner; J.M. Smith, Highland Mill owner with Snipes; A.L. Smith, core maker; John Smith, laborer; S. Smohler, RR car repairman; Ben E. Snipes & Orion Kinersley, druggists at 215 E 2nd; Ben E. Snipes & J.M. Smith, owners of Highland Mills at west end of 4th; Wm. Snyder, restaurant owner; M.E. Snyder, school teacher; Henry Solomon, salesman with Blumauer & Son; J.D. Somers, train dispatcher; James Sorly, RR machinist; F. Speire, RR blacksmith; J.G. Spurger, RR carpenter; J.W. Stackhouse, cigar dealer; J.F. Staniels, RR carpenter; A.H. Starke, RR laborer; H.W. Steele, RR carpenter; H.P. Stephens, moulder; R. Steinmetz, barber; G.M. Sterling, RR carpenter; S. Stevens, waiter at Cosmopolitan; J.T. Storrs, sheriff; J.A. Stowell, RR carpenter; J. Stout, RR engineer; James Stray, RR machinist; W.J. Strong & Thomas M. Strong, saddlers; J.M. Strode, RR laborer; D.A. Sturgis, moulder; Tim Sullivan, RR laborer; W.J. Sullivan, RR car repairman; M. Sullivan, foundryman; Wm. Sutherland, RR blacksmith; L.D. Swick, foundryman; P. Swift, RR blacksmith; O. Sylvester & J.T. Peters, lumbermen.

Wm. Tait, RR laborer; Alex Tait, RR laborer; Fred Tallman, waiter at New Columbia hotel; Rev. O.D. Taylor, pastor of Baptist church; O.W. Taylor, RR train dispatcher; E.A. Taylor, RR engineer; T. Teague, RR wiper; R.W. Teller, RR carpenter; H.A. Temple, carpenter; J. Thomas, RR labor foreman; W.R. Thomas, RR brakeman; T.N. Thomas, RR laborer; John L. Thompson, blacksmith shop at 3rd & Federal; Joe Thompson, RR machinist; George Thompson, butcher; J. Thompson, RR car repairman; A. Thompson, RR wiper; R.B. Tilghman, druggist on 2nd; John Tonner, cooper; F.G. Trath, RR engineer; Chas Tracy, RR engineer; E.W. Trout, RR carpenter; Louis Tremeau, saloon keeper; George Turner, porter at Cosmopolitan; H. Tuckey, RR wiper.

C. Unruh, cooper; W.G. Urban, RR engineer.

D.W. Vause, RR painter; Wm. VanVactor, RR blacksmith; J.C. Varker, RR laborer; H. Vaughn, RR fireman; D.M. Vaughn, RR wiper; Andrew Velarde, house raiser & carpenter; Julius Velarde, RR car repairman; J.H. Vestees, RR carpenter; L.J. Vibbert, carpenter; W. Vogeli, RR labor; Max Vogt, capitalist; F. Vogt, mer.

F.W. Wagner, fruit dealer; J.W. Walsh, RR fireman; George W. Waldron & W.P. Covillaud, druggists at 2nd & Court; A.L. Walls, RR carpenter; Mary Wall, schoolteacher; F.B. Walling, RR wiper; William Wallace, RR blacksmith; J. W. Walker, blacksmith shop at 4th & Federal; T.H. Ward, compositor on the Wasco Sun; W.J. Warner, RR carpenter; J.G. Warshaur, clerk; George Watkins & J.H. Bird, attorneys; C.A. Waters, grocer; H.L. Waters, physician; W.R. Watson, RR engineer; W.E. Watson, RR wiper; R.W. Watson, RR fireman; Wm. Weggerman, shoemaker; J. Wellington, RR carpenter; C. Wall, RR wiper; H. Wentz, undertaker; J. Wentz, foundryman; E. Werken, RR wiper; H.M. Westervelt, salesman with McFarland & French; Wm. West, laborer; Chas Wesera, RR carpenter; Patrick Whales, RR painter; Henry Whitteaker, cook at Cosmopolitan hotel; J. Whilby, RR boilermaker; W.N. White, carpenter; James White, French restaurant owner; W.A. Whitney, train dispatcher; D.W. Whipple, RR engineer; R.A. White, RR wiper; D.A. Whiteman, shoemaker; Ed Wicks, Bull's Head Saloon owner; Fred Wickman, shoemaker; R. Wiley, RR fireman; E.M. Williams, RR time-keeper; Chas Williams, RR carpenter; A. Williams, RR carpenter; W.G. Williams; J. Williams, RR carpenter; Owen Williams, RR painter; R.E. Williams, grocer with O. Mangold; Tom Williams, RR fireman; G.E. Williams, merchant with E. Wingate; W.H. Wilson, attorney; A. Wilson, RR laborer; E.R. Wilson, RR wiper; Ben Wilson, Little Brown Jug Saloon owner; Mason Wilson, bookkeeper with McFarland & French; Mrs. E.M. Wilson, postmaster; Fred Wilson, steamboat captain; C. Wilson, RR painter; Fred Wilson, moulder; E. N. & W.N. Wiley, livery stablemen; D.W. Willard, RR engineer; H. Wilbur, RR carpenter; E. Wingate, merchant; W. H. Winchester, RR engineer; August Wintermeier, wheelwright and wagonmaker (built Umatilla House bus); W. Winston, RR machinist; J. Wiseman, RR laborer; Geo. Wohlforth, RR carpenter; B. Wolf, wood merchant; J.C. Woodworth, RR laborer; M.F. Woody, foundryman; A. Wood, RR laborer; J. Woodward, RR engineer; Frank Woods, RR blacksmith; O.W. Woon, RR engineer; E. W. Woodworth, RR laborer; W. Wood, RR laborer; T.C. Wood, RR laborer; J. H. Worsley, salesman for Z.F. Moody; S. Worsham, steward at Jackson hotel; W. J. Wright, Western Union messenger boy; John Wurman, RR wiper.

Sydney Young, Clerk at Gerson's store; J.J. Young, RR engineer.

Ed Zimmerman, RR car repairman; J. Zimmerman, carpenter.

--This Ward directory of The Dalles was loaned by Hans Blaser so as to make a copy for this history.

--(RR) stands for railroad. There were no railroad conductors listed; only one railroad brakeman; most of the moulders and foundrymen listed were railroaders altho they did not say so; the railroad shops were on First street, west across Mill creek which in 1883 emptied into the Columbia river at First and Union streets. There is almost a complete absence of the listing of farmers except under "taxpayers" and as follows:

W. Bennett; Mrs. Anne Brookhouse; D.J. Cooper; L.J. Edgar; G.A. Evskine; Joseph Shields; Robert Snodgrass, Mrs. Joseph Southwell; August Deckert; Adelaide Mesplie; H. Staley; D.E. Thompson.

The leading Dalles business institutions in 1883, according to the Ward directory were:

The I.C. Nickelson book and music store on 2nd street; E. Wingate & G. Williams, general merchandise store on 2nd street; S. & N. Harris, dry goods and clothing store on 2nd street; J. Freiman boot and shoe store; H. Gerson, notion store; A. Bunnell hardware dealer; S.H. Canfield grocery on 3rd street; Leslie Butler grocery store at 3rd & Court; C.E. Dunham, drug store on the northwest corner of 2nd & Union; N.H. Gates, father of The Dalles who laid out the town, lawyer, mayor many times and our state senator in 1883; Judge Condon and Judge McArthur, were 2 well known Dalles attorneys; Chas Adams was a leading Dalles dentist; Hill & Mays were a prominent legal firm; Watkins & Bird was another well know legal firm; W.H. Wilson, attorney; Logan & Richardson were leading physicians; The Umatilla House was the best known hotel north of San Francisco; L. D. Frank was not only a fine saddler and harness shop man but was also a well known musician; W. E. Garretson was the city's leading jeweler; August Wintermeier made wagons of all kinds and we pride ourselves in being able to point out the Umatilla House Bus which is a monument to his memory; M.T. Nolan operated a well known book store; A. Baum was another one of the city's grocers; J.G. Fredden operated a glassware store with L. Rorden.

The Waldron & Covillaud drug store at 2nd & Court was well known; Prinz & Nitschke at 213 E 2nd were the leading furniture store and made furniture; Mangold & Williams operated a hardware and crockery store and grocery store; The Cosmopolitan Hotel was just as big and nice as the Umatilla House but not so well located for river boat travel; George Rushe's Oregon Bakery was an 1865 business on Washington street near second; Dr. O.D. Doane was not only the leading family physician but also county superintendent of schools; The Wasco Sun, ran by Lang & Marsh was one of our leading weekly newspapers; the oldest newspaper was the Times-Mountaineer established in 1860 as The Dalles Journal, then changed (1860) to The Dalles Weekly and as the Daily Mountaineer on Aug. 11, 1862 by W.H. Newell but soon changed to the Weekly Mountaineer. The Times made its appearance in 1880 with Marsh & Michell as publishers and in 1882 it was consolidated with the Mountaineer with John Michell, editor.

The Snipes & Kinersly drug store at 215 E 2nd was established in 1864 and was the largest drug store in the city in 1883 in the Opra House building; Gov. Z.F. Moody's general merchandise store at 1st & Washington where the Model Laundry is now, was the leading store of eastern Oregon; L. Selling operated a dry goods and grocery store on 2nd street; The Columbia brewery was established in 1862 by Chas and Joseph Schanno, later acquired by Emil Schanno and still later by August Buchler who operated it until it was voted out of business in 1915. A. Scott Cathcart was in the dray business; Skibbe's City Iron works made the doors for many Dalles buildings; the Seufert Brothers operated the American fruit, vegetable and fish market; Herbring & McInerney probably had the largest dry goods store in The Dalles in 1883; S. Baden ran a trunk emporium and gents furnishing store; Mott & Grubb ran a blacksmith shop; the Central Market was the largest meat market; Sylvester & Peters had the biggest lumber yard; O.S. Savage had the biggest paint store and did contract painting; S.B. Adams made woven wire beds; George Anderson was the gunsmith of The Dalles and also sold guns and ammunition.

This is very interesting history of 1883. The Blasens were "new arrivals" of 1884.

The Dalles in 1897-98

The Portland Directory Company's Dalles Directory, property of John and Celia Gavin, Dalles attorneys, lists the following residents of The Dalles:

Frank Abernathy, farmer; G.A. Adams, RR conductor; Charles Adams, bartender for Dan Baker; Irene Adams, Cashier for Pease & Mays; John Adams; Stephen Adams; Mrs. Annie Adkins, laundress; Wm.H. Adkins, laborer; Mary Ahls, chambermaid at New Columbia hotel; J.E. Ainsworth, farmer; L. Ainsworth, farmer; L.B. Ainsworth, farmer; Henry Aiken, carpenter; James Akin, with Blakneys Brick yard; Rufus Akin, carpenter; C.Milton Akins, with Moody's Warehouse; George Albright, RR fireman; Perry Albright; Charles M. Allen, 1st Officer on Regulator; Clinton Alden, porter at Umatilla House; Herbert Alexander, RR fireman; Olive Alexander, widow of Nathaniel; Julia Alkire, farmer; Wm.H. Allatt, photographer; Walter C. Allaway, general agent for The Dalles-Portland-Astoria Navigation Co.; Andy M. Allen, horse trainer near fair grounds on Kelley Ave.; Glenn Allen, clerk (1852 Justice of Peace); Harvey Allen, dishwasher for Burgeff & Pickenis; Jess W. Allen, farmer (later a lawyer); Nellie Allen, dressmaker; Rock Allory, farmer; Alexander Anderson, orchardist; Axel Anderson, contractor; George Anderson, farmer; Lewis Anderson, farmer; Jacob Andrews, confectionery on 24 Front street; John E. Andrews, RR call boy; Homer D. Angell, student (now 1852-congressman from Portland); Oscar Angell, orchardist (father of Homer); Susan Angell, widow of Tom (father of Oscar); Bruce Anson, RR clerk; John Applegate, stone mason; Wm. H. Arbuckle, 2nd Hand store; Fred Archer, owner of Richmond stables at 2nd & Madison; George Armstrong, laborer; P. Armstrong, fisherman; George Arnold, farmer; K. Arthur, architect; Henrietta Atwater, widow of Joseph E.

Lizzie Bachlor, widow of Henry; Bert Bagley, driver for E.C. Pease & Co. (later was a dairyman; Mrs. Florence Bagley; Dan Baker, saloonman at 2nd & Madison; Andrew Baldwin; Edward Baldwin, teacher; Edw. D. Baldwin, clerk for A.M. Williams; Ellen D. Baldwin, teacher at Academy Park school; Julius Baldwin; Matilda Baldwin, widow of Timothy; Alice Ball, teacher; Ella Ball widow of Joseph; Elsie Ball, teacher; Jim Ball, fireman for Joe Peters & Co.; C.G. Ballard, clerk for Wm. A. Johnston; Baptist Sentinel, A.F. Snelling, editor; Charles O. Barber, stonemason; Perry L. Barber, laborer; George H. Barnett; John E. Barnett, grocer on 2nd; Wm. Barnett RR wiper; C.R. Barnetzki, waiter at Umatilla House; Mrs. K.L. Barrell, domestic laborer; Oliver L. Barrett, RR engineer; Gustav E. Bartell, blacksmith for Lane Bros.; Julia Bartell, widow of Gus; Lizzie Bartell, dressmaker (Bartells lived in Thompson Addition); Chas W. Barzee, accountant; Francis S. Barzee; Chas. B. Bassom; Wm. I. Bassett, clerk for Edw.C. Pease & Co.; Flora Bassoni, teacher; Fern Batty, night clerk at Umatilla House; Nancy Baughman; Robert Baumgardt, bicycle maker for Mays & Crowe; Chas E. Bayard, attorney & real estate man on Washington st.; Fred W. Bayley, clerk for Edw. C. Pease & Co.; Henry A. Beal, orchardist 1/2 mi. east of Kelley Ave. Fair Grounds; H.M. Beall, cashier at 1st National Bank; John Beardsley, barber 110 E 2nd with John McCoy; C. Beary, gunsmith near 2nd & Jeff.; Chas Becht, sheepman of Thompson Addition; Edward Beck, RR machinist; P.G. Beck, RR laborer; Mary Beers widow of George; A.B. Bell, RR brakeman; Irene Bell, waitress at Farmers' Hotel; Ed Benjamin, steam wood saw man; Alfred S. Bennett, attorney & orchardist; Tom Bennett; Wm. Bennett, farmer; James M. Benson, orchardist; J.C. Benson, farmer; James P. Benton (Maier & Benton) general store at 171 E 2nd; Mrs. E. Beresford; Joe Berger, farmer; Albert Bettingen Sr. retired hardware merchant; Albert Bettingen, Jr. saloonman at Front & Court; Nathan J. Betts, farmer in Thompson Addition; Wm. H. Biggs, reciever of the U.S. Land office at 108 Washington; Henry Bills, salesman for Maier & Benton; Mary Bird widow of J. Milton; Wm. R. Bird; Prof. F.O. Wm. Birgfeld, music teacher at 9th & Liberty (and leader of the famous Birgfeld orchestra); Otto Birgfeld, prop of the Germania on 94 2nd, a well known saloon of the Gay '90's; Bissinger & Co. hide and pelt buyers at 2nd & Jeff.; Chas Black, laborer; George C. Blakelley druggist with Fred L. Houghton at 175 2nd and headquarters for the Oregon Telephone & Tel. Co.; James H. Blakeney, brick manufacturer with kilns next to I.O.O.F. cemetery; Jesse W. Blakeney, expressman and father of Cedric and Tom; John W. Blakeney, farmer; Lucas Blank, stonemason; Mrs. Mary Blank; John Blaser, blacksmith at 412 2nd, father of Hans and Walt; O.A. Bly, RR brakeman; A.D. Bolton, orchardist; Deane Bolton, farmer; D.L. Bolton, orchardist; Elizabeth Bolton widow of Daniel; Margaret Bolton, clerk for D.S. Dufur; Nellie Bolton; Simeon Bolton, deputy county clerk; Joseph F. Bonn, clerk for Mays & Crowe; John Bonn, farmer; N. August Bonn, clerk for Mays & Crowe; Alexander Bonner, farmer of Thompson Addition; Calvin Bonner, farmer of Thompson Addn.; David Bonner, farmer of Thompson Addn.; Wm. E. Bonner, fisherman of Thompson Addn.; A.A. Bonney, manager of Tygh Valley Lumber Co. Mary Bonzey widow of Albert; John S. Booth, clerk for Tom Hudson; J.W. Booth, agent for the White Star Line; Mary L. Booth widow of John P.; Nettie Booth widow of Latimer; Mollie Bootorf, trimmer for Mrs. Briggs; Charles A. Borders, assistant water superintendent; Henry Bowen, butcher; Mary Bowman; W.H.C. Bowman, farmer; Henry Boyen, butcher; N.A. Boyer, carpenter; Wm. L. Bradshaw, circuit Judge; Emil Brant, waiter at Umatilla House; Hugo Brash, agent for Bissinger & Co.; Wm. S. Bridgefather, clerk for E.J. Collins & Co.; James Bridger, porter at Skibbe hotel; Mrs. M.E. Briggs, millinery at 112 2nd; S.P.M. Briggs; Mrs Mary K. Britten, rooming house at 21 2nd; Katie Brogan, teacher; Phillip Brogan, sheepman; Rev. Alphonus Bronsgeest, rector St. Peter's Catholic church; Fredrick Bronson, purser on steamer Regulator; J.R. Brookhouse, farmer; Wm. Brookhouse, farmer; Caleb Brooks, farmer; Fannie Brooks widow of Thomas; Roland G. Brooks, farmer (son of Caleb); Samuel L. Brooks, supt. of construction for D.P.A.N.CO. boat line; S.R. Brooks, farmer; Wesley Brooks, laborer; John E. Brophy with Seeton & Darnielle; Annie Brown, bookkeeper for A.A. Brown; Annie Brown widow of Patrick; Archibald A. Brown, grocer at 170 2nd; Chas H. Brown, foreman for Joe Peters Box factory; C.I. Brown, farmer; Frank Brown; George Rea Brown, stockman on Mill creek; George J. Brown, fire warden and engineer; James A. Brown, laborer; John W. Brown, farmer; J.S. Brown, fireman; L.W. Brown, carpenter; Myron H. Brown, yardmaster for RR; Wm. F. Brown, laborer; Wm. R. Brown, sewer contractor; Wm.W. Brown, RR brakeman; John Bruhlman, dairyman; Henry Brummett, cabinet maker; August Buechler, owner of

the Columbia brewery at the foot of the Brewery Grade; G.M. Bulland, RR brakeman; Lee A. Bunch, engineer for Columbia brewery; Clarence O. Bunker, miller at the Curtiss Diamond Mill 709 E 2nd; George Bunn, farmer at 19 & Mill creek; Dennis Bunnell, plumber & tinner for Mays & Crowe; Carl Burchtorf, carpenter; Carl Burchtorf, Jr., tinner for Mays & Crowe; Edward Burchtorf, Butcher; Fred Burchtorf, carpenter; (Charlie Bruchtorf, mechanic, was omitted for some unknown reason); Omer Burford farmer; Otis Burford, farmer; Joseph Bergen, teamster; Mrs. A.T. Burget widow of II; John Burggaf & Pickens(Louis)restaurant at 86 2nd; Louis Burham, laboror; Erwin Burkhalter, collarman at Columbia brewery; James Burns, conductor on RR; John Burns, teamster; Michael Burns, teamster; J.P. Buskirk, farmer; Leslie Butler, wholesale commissioner; Nellie Butler, teacher; Truman Butler, bookkeeper for Leslie Butler(and later Hood River banker); Wm. H. Butts, county coroner.

Calvary Baptist church, 7th & Union; Emma Calvin, farmer; W.H. Calvin, farmer; A. Ellsworth Cameron candymaker; James Cameron, farmer; A.H. Campbell, RR clerk; C.A. Campbell, RR clerk; George R. Campbell, student; Harry H. Campbell, farmer; Katie Campbell; Walter A. Campbell, taxidermist; Wm. E. Campbell, surveyor; Campbell & McArthur's Central Hotel NW corner of 2nd & Jeff; John Carey, engineer on Dalles & Rockland ferry; Ida Carlisle, waitress at Central hotel; James Carnaby, RR warehouseman; Jane Carnaby; Tom Carson, porter for C.J. Stubling; Paul Carting, farmer; Mrs. E.A. Cates, farmer; John Cates, carpenter; W.M. Cates, farmer; Alexander Cathcart, drayman; Alexander D. Cathcart, driver for Alexander S. Cathcart, drayman; Walter Cathcart, warehouseman for Moody; Wm. Cederson, laboror; Miss Philomene, domestic for Otto Bergfeld; Charlie Champlin, carpenter & orchardist; Elbert Chandler;; Mrs. Philippa Chapman & Max Vogt, props of Chapman Block rooming house; Frank Chase, orchardist; Miss Cassie Cheese, teacher; H.S. Cheesman, farmer; Frank Childers, laboror; George Chivers, laboror; Chow Loong Sing Co. Chinese merchants at 138 Front st; Chow Kee & Co. Chinese groceries & dry goods store at 130 Front; Levi & Frank Christman Meat Market at 3rd & Court; Campbell Christman, orchardist; Eugene Christmas, driver for Christman Brothers; Legatha Christen widow of John; Chronicle Publishing Co. A.S. McAllister, Pres. R.G. Devenport, secretary, 80 Washington st.daily & weekly newspaper(still in existence); Alice Circle; City water reservoir at head of Union; Clarendon restaurant, John Donohue owner at 87 2nd; A. Clark, farmer; Frank Clark, druggist; F.N. Clark, fireman; Fred Clark, RR clerk; Neil Clark, farmer; Chas N. Clark, clerk with Snipes & Kinersly; Arthur G. Clark, watchmaker at 2nd & Madison; Levi Clark, tinner at 2nd & Jeff; Frank J. Clarke & H.F. Falk, druggists at 178 2nd(Frank Clark's wife was Sallie McNeal, sister to Wm. E. McNeal, grandfather of the writer of this history); F. Clarno, farmer; J.W. Clarno, farmer; Chas B. Clary, National Bank clerk; Ed J. Clough, Pacific Express clerk; Henry Clough, owner of Dalles Machine Shop near 2nd & Jeff; W.F. Coberth, engineer at Diamond Mills; Ray Colby, farmer; F. Cole, RR wiper; Ballart T. Collins, dairyman near fairgrounds; Chas N. Collins, clerk for E.J. Collins grocery store 390 2nd; Eugene J. Collins, prop. Collins general merchandise store at 390 2nd st; May Coltery, domestic; Columbia Brewery at foot Brewery Grade; Columbia Feed Yard, L.S. Davis, prop. 432 2nd; Columbia Ice Co. Geo. Williams, Prop; Columbia Packing Co. A.A. Bonney, pres., W.K. Wilson, sec. Ed Phirman, manager at 3rd & Washington; Commercial Sample Rooms, Chas J. Stubling, prop. 173 2nd, wines & liquors; Lena Comini, confectionery about 410 2nd; Luigi(Loui)Comini, stonecutter, about 415 2nd; James B. Condon, attorney; James W. Condon, attorney; Clarence Conklin, laboror; Elta Conklin, laboror; Henry Conklin, laboror; V.C. Conley, farmer; Walter Conley, farmer; Francis G. Connelly, farmer; Orson B. Connelly, teacher; Chas Connor, farmer; J. E. Connor, farmer; Joseph Conron; Bart F. Conroy, laboror; John R. Cook, farmer; O.W. Cook, farmer; Ed Cooley, farmer; Frank Cooley, farmer; Charles C. Cooper, harness & saddle shop about 718 E 2nd(father of Rodney Cooper, U.S. National bank); Daniel J. Cooper, stockman(father of Chas. C. Cooper and lived at Fairbanks); Ella B Cooper, teacher; George Cooper, farmer; H.C. Cooper, farmer; John D. Cooper, farmer; Nancy Cooper, teacher; Robert Cooper, orchardist; Chas E. Corson, clerk for Andrew Keller; Cosmopolitan Hotel 127 Front; County Courthouse at 3rd & Union; George Coy, peddler; John Cradlebaugh, editor of Chronicle and attorney; Catharine Craig; Bessie Cram, teacher; Frank Cram, clerk for A.M. Williams; James Cram, farmer; Mrs. Perry Cram, private boarding house at 4th & Liberty; Wm. Cramer, representative for Eastern Oregon Land Co.; Chas Crandall, architect; Ray Crandall, carpenter; Chas J. Crandall & Wm.A.T. Burget, undertakers at 85 Union(now called Callaways); John B. Crate, stock buyer; George Cratty, blacksmith with St. Arnold & Schoren; David Creighton 3 Mile farmer; Frank Creighton 3 Mile farmer; Samuel Creighton, farmer; Adelia Creveling; James H. Cross, grocer at 2nd & Union; Eleanor Crossen, postal money order clerk; James A. Crossen, postmaster with P.O. at 308 Union; James B. Crossen, grocer; Luther B. Crowe of firm of Mays & Crowe; Theo P. Crum, clerk; Rev. Wm. C. Curtis, Congregationalist minister; Alonzo Curtiss, owner of Diamond Mills about 708 2nd and lived at Rockland,Wash.(Dallesport); Chas B. Cushing, engineer with The Dalles Electric Light, Telephone and Power Co.(operated a steam plant at 1st & Laughlin); Mattie Cushing, clerk with Pease & Mays; M. A. Cushing, orchardist; M.M. Cushing, orchardist; Wm. H. Cushing, farmer.

John Daffron, waiter at Columbia hotel; Daniel Daffron, RR car inspector and Civil War veteran; George Daggett, farmer; C.A. Dailey, farmer; J. Dailey, laboror; L.A. Dailey, farmer; Dalles, Hartland & Lyle Stage Line leaves Umatilla House daily; Dalles, Portland, Astoria, Navagation Co.; Dalles & Prineville Stage Line, leaves Umatilla House daily; Dalles & Rockland Ferry Co.(assessed valuation 1897 \$225 for which Wasco County paid \$300,000 in 1950); E.R. Daly, laboror; L.A. Daly, laboror; George Darch; Robert H. Darnielle; W.B. Darroll, laboror; Albert Davidson, orchardist; C.M. Davidson, RR fireman; Delward Davidson, farmer; W.A. Davidson, orchardist; Albert R. Davis, carpenter; Catherine Davis restaurant at 2nd & Jeff; Daniel O. Davis, farmer; Ed Davis, laboror; H.C. Davis, laboror; Emeline Davis, widow of Silas Wm. Davis owner & operator of The Dalles to Wapinitia stage line from 1895 to his death in 1897 and maternal grandfather of the writer of this history; G.J. Davis RR watchman; James A. Davis, fisherman; Leander S. Davis & Frank R. Reynolds owners of the Columbia Feed Yard at 432 2nd; Michael Davis, laboror; Nettie Davis, corset maker for the Pacific Corset Co. at Rockland

Washington(In 1898 Nettie Davis married Orvin McNeal, father of the writer of this history); Silas N. Davis, carpenter of Thompson Addition; Clarence E. Dawson, salesman for Pease & Mays; Leon Dawson, fireman for The Dalles Electric Light-Telephone & Power Co. at 1st & Laughlin; W.C. Dawson, farmer; C.C. Dean, RR engineer; Edw H. Dean with Baldwin Shepp & Land Co.; Robert P. Dear, driver for Pacific Express Co.; August Deckert, orchardist; Gabriel Deckert, farmer; Rev. Joseph DeForest, rector St. Pauls Episcopal church; Al DeFoy RR watchman; Mrs. F. Dehm; Peter DeHuff, RR division foreman; Chas Dell, Wasco Warehouse laborer; Ethel Deming; C. Dempsey, teamster; Chas. Denton, Mill creek farmer; Thomas M. Denton, orchardist; Joseph Depstre, laborer; P. Demody, laborer; Diamond Roller mills, A.H. Curtiss, owner, 710 E 2nd; Chas W. Deitzel, investments; Ferdinand H. Deitzel, investments; Henry F. Deitzel, Northern Pacific Trunk Manufacturing Co. 2nd & Monroe; Julia Deitzel widow of H.A.; James Divers, fireman; Wm. Doak, farmer; Dr. O.D. Deane, physician in Chapman Block; Dock Sing Wing Kee Co. Chinese merchants at 136 Front; Jeremiah Doherty; Andrew Donaldson; Laura Donaldson; Camelia Donnell widow of Z.M.(mother of M.Z. and Lulu Crandall, historian); Grace C. Donnell; Martin Z. Donnell, druggist at 165 2nd(now 222 E 2nd); John Donohue, restaurant at 82 2nd; John Donovan, warfinger for White Star Line; Edward Doran, steward at New Columbia hotel(1 & Union); John A. Douthit, last publisher of the Times-Mountaineer, 70 Court St.; Grace Dow, dressmaker; E. Doyle, teacher; John R. Doyle 8 Mile farmer; Michael Doyle, Chenoweth creek farmer; Ralph Doyle, laborer and later Chenowith creek farmer; R.B. Drake, farmer; Mrs. S.J. Drake; Emma Drews; Ferdinand Drews, barber at 62 2nd; Pauline Drews, operator for Oregon Telephone & Telegraph Co.; Julia Driver; Mamie Driver, teacher; Thomas J. Driver, sheriff and deputy U.S. Marshall at courthouse 3rd & Union; W.H. Drummond, farmer; Wm. Druschell; Douglas S. Dufur, real estate & insurance 24 Vogt Block; E.B. Dufur, lawyer in Vogt block; George H. Dufur, stenographer for E.B. Dufur & Frank Menefee, lawyers in Vogt Block; A. Dugenin, bartender for Fred Lempke; Lydia Dunham widow of Charles E.

Frank Eagan, retired expressman; Phoebe Eagan; Eastern Oregon Land Co. Tom Hudson, agent; Harry P. Eastman, RR engineer; C.A. Easton, laborer; Mary Eastwood; Morton Eastwood, warfinger for The Dalles-Portland-Astoria-Navigation Co.; J. Burt Eaton, RR machine helper; Ben Eban, laborer; Peter Eban, laborer; C.A. Edwards, RR brakeman; Evan J. Edwards, RR brakeman; E.R. Egbert, teacher; J.C. Egbert, farmer; John Ehrismann, butcher; Carrie Ekert, ironer at The Dalles Steam Laundry at 3rd & Federal; James F. Elliott, farmer; John W. Elton 3 Mile farmer; C. W. Emerson, farmer; Mrs. J.H. Emerson, nurse; Roy Emerson, composer on Chronicle; C.C. English, farmer(& postmaster at English); Eliza Enright widow of John; May Enright, RR stenographer; Frank Epp, bartender for Charlie Frank in the Horn saloon; Niels A. Erickson, orchardist at 18 & Mt.Hood; Joseph F. Errhard, RR engineer; Edna Errhart, dressmaker; G.Cloud Eshelman, physician in French & Co. bank building; Albert T. Esping, porter at Umatilla House; Frederick T. Esping, carpenter; Harry M. Esping; Oliva Esping; August Estebenet, agent for Troy laundry of Portland; European House, Wm. H. Fraser, prop. on Union between 2nd & 3rd and later moved a block south to make room for construction of the post office; Tim Evans, farmer; Evangelical Lutheran church, Rev. L. Grey, pastor; Adolph Everding, foreman at Dallas Packing Co.; Evergreen State Philatelist, R.W.French publisher(was also driver on The Dalles to Goldendale stage and still later money order clerk in The Dalles post office); A.F. Evick, farmer; Lolah Ewbank, compositor on Times-Mountaineer.

Charles Fagan with The Dalles Lumber Co.(later RR freight house foreman)lived in Thompson Addition; John Fagan, clerk for A.M. Williams; J.T. Fagan, RR yardmaster; Martin Fagan, laborer; Nicolas Fagan, orchardist of Thompson Addition; Nicholas H. Fagan, flume walker for The Dalles Lumber Co. lived in Thompson Addition; Patrick Fagan, merchant tailor; W. Fairchild, RR brakeman; H.F. Faulk, druggist; Edward Fallon, waiter at John Donahue restaurant; James Falt, bartender at Umatilla House; D. Fancher, Farmer; J.W. Fancher, farmer; Lafayette Fancher, farmer; W.S. Fancher, farmer; Wallace A. Fargher, sheepman; Thomas Fargher, farmer; George Farley(Farley & Frank harness shop); Hugh Farmer, farmer; Lizzie Farmer, compositor on Times-Mountaineer; Farmers Hotel, SS & Julia Smith, props. 612 E 2nd; Daniel Farrington, farmer and stockman at Wrentham; Herbert Farrington, farmer; Myron D. Farrington, orchardist & storekeeper at Wrentham; Lizzie Farris, ironer at The Dalles Steam laundry(later became Mrs. Allen Fligg and was a sister to the mother of the writer of this history); Fletcher Faulkner, salesman for Mays & Crowe; Lulu D. Faulkner; M. Faulkner; Louis Feit, cabinetmaker; M. Ferdinand, farmer; Alfred P. Ferguson, farmer & expressman on east 11 st.; Ashford Ferguson, laborer; George A. Ferguson, engineer; James Ferguson, express & drayage on E 11; John E. Furgeson, express & drayage; A. Fields, orchardist; John M. Filloon, agricultural implements and justice of the peace; Marcus Finch, laborer; First Baptist Church, Rev. O.D. Taylor, pastor at 5 & Washington(where Courthouse is now); First Christian church at 8 & Court; First Congregational church, Rev. W.C. Curtiss, pastor at 5 and Court; First Methodist church, Rev. J. Henry Wood pastor, 5th & Washington; First National Bank, John S. Schenck, pres. H.M. Beall, cashier about 303 E 2nd; Judd S. Fish, prop. Umatilla House; Rhoads Fish, laborer; Daniel E. Fisher, carpenter; Emma Fisher, compositor on Baptist Sentinel; Frank Fisher, carpenter; Fred Fisher, grocery store near 2nd & Jefferson; James W. Fisher, clerk for M.T. Nolan; J.W. Fisher, carpenter; Ralph S. Fisher, bookkeeper for French & Co.; E.P. Fitzgerald, retired merchant; John J. Fitzgerald, jailor at courthouse; John H. Fleck, farmer; C.D. Fleming; Earl L. Fleming, stage driver of 8 & Pentland; Mark Fleming, laborer; Annie Flinn; Maggie Flinn, teacher at Academy Park school; Margaret Flinn, widow of Michael; Mathias Flock, farmer of Simms addition; Carl Floyd, laborer; Wm. Floyd, farmer at Floyd's stage station(Petersburg); Joe Foleo, laborer; Benjamin Foley; E. Foley, RR brakeman; John N. Fordyce, travelling salesman; J. Fortin, photographer, boots, shoes & clothing about 407 E 2nd; Josephine Forwood, dressmaker; Fremont Foster, laborer; Tom Foster, plumber with Mays & Crowe; Chas Fouts, carpenter; P.F. Fouts, orchardist; S.F. Fouts, cigar manufacturer; Cora Fowler, dressmaker; A.S. Fox, farmer; John Fox; M. Fox, farmer; Nicholas Fox, greenhouse laborer for Mrs. A. Stubling & Son; Annie Francisco, dressmaker; Isaac Francisco; Chas Frank saloon on 58 Front street; Charles Frank Jr. bartender in Frank saloon; Charles J. Frank, harnessmaker for Farley & Frank; Rudolph Frank, Columbia brewery; Sherman J. Frank, saddler with Farley & Frank; Wm. J. Frank, harnessmaker with Farley & Frank;

Hattie Franks, domestic; Hugh Fraser, prop European House; Mrs. Hugh Fraser, prop European House; Fraternity Hall, 80 Court street; H.J. Frayer, laborer; Alexander Fraser, laborer (later 3 Mile Farmer; Chas Fraser, orchardist of Thompson Addition and associated with Timothy J. Lynch in a barber shop on Washington street; Silas H. Fraser, dentist in Chapman block; Harry Fredden; Wm. C. Fredden, clerk for L. Rorden; Earnest Frederick, farmer; John Fredrickson, teamster for The Dalles Lumber; Jacob Freeman, upholsterer; W.L. Freeman, farmer; T.J. Freidenburgh, RR employee; Daniel M. French (French & Co. bankers); Edwin L. French, carpenter; Esther B. French; Frank A. French, clothing Merchant with A.C. Giger at 138 2nd; G.W. French, laborer; Henry French, bookkeeper for A.M. Williams; Joshua French (French & Co. bankers); Laura E. French; Mary French & C. Nelson, restaurant at 126 Court; Richard W. French, publisher Evergreen State Philatelist and Goldendale Stage driver; Smith French, with Gilman-French Land & Livestock Co.; Mrs. S.A. French; Vivian H. French, bookkeeper for French & Co.; French & Co. bankers (D.M. & J.W. French) bank at 2nd & Washington (now Central Pharmacy); Arthur Friedley, farmer; Frank Friedley was gone to war with The Dalles Co. L. in Spanish-American War; Jacob Fritz, RR clerk; John L. Fritz; Louis S. Fritz, painter born at Old Fort Dalles and historian with Lulu Crandall; B.F. Fuller, farmer; Ada Fulton, domestic; Frank Fulton, farmer; Simon J. Fulton, clerk for Columbia Candy factory; James Fulton, farmer of Fairbanks; Wm. Fulton, farmer; Albert Furgeson, laborer; J. Furgerson, laborer; W. Furgerson, laborer; James Furlong, RR switchman; Fritz Furter, foreman at Columbia Brewery.

Frank Gabel, sheepman; John H. Gallagher, RR conductor; Albert Ganger, farmer; L. Ganger, laborer; Henry Gardner, laborer; Wm. E. Garretson, jeweler 139 2nd; Mary Garrison widow of Rev. Joseph; Gates Block at 3rd & Union; Lizzie Gates, prop; Mary Gates, widow of Nathaniel H. Gates, attorney at law and father of The Dalles, owner with Lizzie Gates of the Gates Block hotel; Samuel Gates, horseman; Dickson B. Gaunt, driver on The Dalles to Prineville Stage Line; Richard Gaunt, owner of The Dalles to Prineville Stage Line; John Gavin (attorney at law) principal of The Dalles public schools and owner of The Dalles directory of 1898 as quoted on these pages; P.C. Geary, RR laborer; Gee Sing laundry at 2nd & Union; Dr. J. Alec Geisendorffer, physician & surgeon, 22 Vogt Block; Henry Gellner, plasterer; Maud George; Myrtle George; W.E. George (all 3 at 7 & Laughlin); The Germania saloon, Otto Bergfeld, prop at 94 2nd; George G. Gibbons, clerk U.S. Land office; Ralph V. Gibbons, laborer; Rupp F. Gibbons & John M. Marden, real estate about 214 3rd; Chas A. Gibson, farmer; Benjamin A. Gifford, internationally known photographer in Chapman Block (studio now occupied by Dalles Camera Club); Alvin Giger & Frank A. French, clothing merchants at 138-42 2nd; Clinton L. Gilbert, supt. of schools; J.C. Gilbert, farmer; R.B. Gilbert, farmer; W.H. Gilhouse, farmer; W.E. Gilhouse, sheepman; S.R. Gilliam, farmer; J. W. Gillman, manager of Gilman-French Land & Livestock Co. D.M. French, Pres.; Smith French, secretary; Matt Gilmore Feed Stable at 2nd & Madison; Harry W. Gilpin, farmer; Frank Gilsinger, farmer; Samuel Gilsinger, farmer; Gim Yuen laundry 107 Front; Wm. H. Glasius, public school janitor; G.H. Glazier with Dalles Steam Laundry; Bertha Glenn, bookkeeper for H. Glenn; Hugh Glenn, contractor; Chas Glosen, teacher; Peter Godfrey, farmer; Johanna Gollner; Frank Goetz, clerk for Columbia Candy Factory; John B. Golt, county surveyor; Goldendale & The Dalles Stage Line, Umatilla House; J.S. Golithon, RR engineer; Claude Gordion, laborer; Harry Gordion with P.J. Stadelman; Henry C. Gordion, farmer; James B. Gorham, school teacher; Richard J. Gorman, law student with A.S. Bennett; George Gosser, foreman for Columbia Packing Co.; George J. Gosser, butcher for Columbia Packing Co.; Lenora Gosser; Minnie Gosser, clerk for Mrs. C.L. Phillips; Wm. L. Gosser, iceman for Dalles Commission Co.; Carl Gottfried, clerk for Henry Herbring; Hugh Gourlay; Joseph Gozdozer, dyers & Cleaners at 69 2nd with P.A. Kantour; Chas Grabner, laborer; Lewis Graham, bartender; Wm. Grahler, laborer; Mrs. R.M. Graves, dressmaker; Frank M. Gray, farmer; Isabella Gray widow of Alexander; Thomas F. Gray, 5 Mile farmer; Martha B. Gray widow of Yancy; C.E. Greene, orchardist; Ernest Green, farmer; Walter Gregg, farmer; Catherine Greiner; J.G. Griffith, RR brakeman; Peter Grimand, farmer; Clayton M. Grimes, buyer for Union Meat Co.; Roy Grimes, clerk for A.M. Williams; C.A. Grimes, bartender; Wm. H. Groat, miller at Diamond Mills; Wm. Groehler, baker at 116 Union; Carl Gross, confectioner for Ad Kellar; Annie Grundand, domestic; E.L. Grunow widow of J.F.; Ferdinand Grunow, RR section laborer; Albert L. Gude, clerk for A.M. Williams; Anton Guler, bartender for Ben Wilson; Frank S. Gunning & Jefferson D. Hockman, blacksmiths at 2nd & Federal; Robert Guthrie.

Hugh Hagan, waiter at Skibbe hotel; James A. Hagan, bill poster; Mrs. Chas. Haight; Fred Halfpapp, RR car inspector; A.K. Hall, laborer; A.W. Hall, laborer; J.R. Hall, farmer; Mrs. L.O. Hall; George B. Halvor, orchardist; Harry E. Hammond, photographer for Gifford; John R. Hand, laborer; Catherine Handley widow of Daniel of Umatilla House; H.L. Hanna, farmer; Joseph L. Hanna, farmer; S.J. Hanna, laborer; Wm. Hanna; James E. Hannon, teamster; Wm. Hannon, laborer; Chas Hansen, RR conductor; Hans Hansen, carpenter with Hugh Glenn; Jonas Hansen, RR laborer; Magnus Hanson, laborer; Wm. D. Harding, RR conductor; Edw Hardwick & John Hardwick, pawnbrokers at 108 2nd; Joshua Hardy, Civil War veteran painter; W.D. Hardy, carpenter; Elvira Hargis; S.P. Hargis, laborer; Edwin Harmon, washer at Ward & Robertson stables; Wm. & Thomas Harper Feed Yard east of Wasco Mill; Charles Harper; Henry Harper, farmer; Hiram Harper; James Harper, painter; John Harper, carpenter; Minnie Harper, domestic; Tom Harper with Harper Brothers stables; Wm. Harper with Harper Bros.; Wm. D. Harper clerk for E.J. Collins; Wm. G. Harper, painter; Wm. J. Harriman, farmer; Mura Harrington, laborer; W.L. Harrington, teacher; Chas Harris RR laborer; Nathan Harris Clothing store at 101-05 2nd; Fred B. Harrison, bartender for Maetz & Pfundt at 21 2nd; Wm. R. Harrison, RR telegraph operator; Matilda Hart widow Anthony W; John J. Hartnett, insurance 40 Chapman block; Tom Haslam, engineer for Dalles Electric Light-Telephone & Power Co.; Harry Hastings, farmer; Frank Haworth, job printer 116 Court; Levi Hawn, cook for Burggaf & Pickens; A.T. Hawthorne, laborer; Emma Hawthorne; Tom G. Hayden, farmer; W.R. Haynes, laborer; May Hays, chambermaid at Umatilla House; James Hazell, RR engineer; G.W. Healey, RR fireman; John W. Healey, farmer; George M. Healy, cashier at French & Co.; Frank L. Heater, laborer; James Heater, teamster for Maier & Benton; John Heebner, plasterer; Oscar Helgren, harnessmaker for H.L. Kuok;

Lois A. Helm, teacher; Myra Helm, artist; Wm. F. Helm, farmer; Harry Hampshire, bartender; John Hampshire, bookkeeper for Mays & Crowe; Katie Hampshire widow of John; M. Hendrieson, farmer; Josephene Hendry; Joseph Henzie, brick mason; Wm. Henzie; Lewis Heppner, bookkeeper for Z. F. Moody; George Herbain; George A. Herbert, revenue inspector; Henry Herbring, dry goods; Docite Heroux, carpenter; Joseph Heroux, compositor on Times-Mountaineer; Herrick Canning & Packing Co. on Front east Federal; John C. Hertz, clothing store at 177 2nd; B. F. Hester; A. Hewlett; James Hickenbotham, poultryman of Thompson Addition; Joseph Hidy with J. Blakeney's brickyard; Fred Hilert with C. W. Phelps bowling alley; C. E. Hill, farmer; C. R. Hill, farmer; Ed. Hill, laborer; Frank Hill constable; Fred D. Hill, stenographer; Grace Hill, school teacher; Luzern Hill, miner; Marshall Hill, orchardist on Dry Hollow; Melissa Hill, assistant high school principal; Chas. Hilton, stockman; Chas. Hobart; Wm. H. Hobson, with Pease & Mays; Jefferson Hockman & F. S. Gunning, blacksmiths; Wm. Hockman, RR fireman; Alfred Hoering, bill poster; Leonard Hoering, orchardist; Wm. Hoering, clerk at Umatilla House; George Hoffman, waiter at Umatilla House; John Hogan, RR laborer; L. D. Holgate, farmer; L. W. Holgate, farmer; John Hollett, laborer; Otis Hollister, physician in Chapman Block; Robert Holly; C. G. Holt, farmer; James Hood; Robert Hood; R. B. Hood Jr, warehouseman for Pease & Mays; Agnes Hops; Herman Horn, orchardist of Thompson Addition; Sarah Horton; Ed Hostetler, bookkeeper for French & Co.; Jesse Hostetler, cashier for French & Co.; Fred L. Houghton, druggist; John Howe, saloon at 1 & Court; Nannie Howe widow of Cornelius; Edw. Howell RR clerk; I. V. Howland, farmer; Mills W. Hoyle & J. N. Lauer, wagonmakers and carpenters about 217 E 2nd; John S. Hoyt, farmer; Thomas A. Hudson, real estate & Insurance on Wash.; Wm. P. Hughes, stonemason; Chas. Humbert, laborer; Aleck Hunter, wagonmaker at 3 & Madison; C. M. Hunt, machinist for Rowe & Co. lumber merchants at 2 & Laughlin; Bela S. Huntington, attorney; James M. Huntington & Henry W. French abstracts of title, real estate and insurance with Hollis S. Wilson, attorney in French building; George Hurlbut, restaurant at 26 Front street; Lilian Hurlbut; James Hurst, farmer; Uriah Hurst, farmer; G. D. Hyre, farmer.

I O O F Cemetery on brickyard road $\frac{1}{2}$ miles SW of courthouse; I O O F Hall, 2nd & Court; The Inland Empire Publishing Co. 122 Court (same as Inland Printing Co. at 2nd & Court) J. G. Miller & P. P. McCully, printers & publishers; James Ireland, RR agent; John Irvine; Wm. L. Isbel, farmer.

Hugh Jackson, prop. The Dalles to Wapinitia Stage Line, residence Wapinitia; H. F. Jackson, bartender at the New Columbia hotel; J. H. Jackson & C. E. Stilwell, stockyards east of Wasco Warehouse; John W. Jackson, painter & paper hanger at 206 2nd; T. W. Jackson, RR brakeman; E. Jacobson Book & Music store 170 2nd; Emma Jacobson, domestic; Henry C. Jacobson, carpenter; Yarmouth Jacobson, butcher for Wood Bros; Martin Jaksha, farmer of English; Mary A. James; Andrew Jayne, lawyer in Vogt Block; Wilson J. Jeffers, Mexican war veteran quit the railroad and "retired" to a farm at 75; Edward Jenkins, clerk for Pease & Mays; Ernest Jensen, laborer; Niel Jensen, laborer; Antone Jerome RR watchman; Frank Jobson RR fireman; Chas. Johansen bartender for Adolph Keller; Carl Johannesson, Mrs. Carl Johannesson, dressmaker and Miss Hilgrad Johannesson, physical culture, 24 Vogt Block; J. W. Johns RR engineer; Samuel Johns, sec.-treas. of The Dalles Lumber Co. (which maintained the 18 mile flume up Mill Creek to Matney post office); Thomas Johns, president The Dalles Lumber Co. (with box factory at 18 & Bridge); Alma Johnson, domestic; Chas. Johnson RR blacksmith; Chas. B. Johnson clerk for Pease & Mays; D. Johnson RR fireman; Henry Johnson bootblack at Elite Barber shop; James Johnson farmer of Wrentham; Louis Johnson Civil War Veteran machinist (father of Roy T. Johnson PUD director); Peter Johnson RR boiler washer; Albert Johnson RR wiper (later engineman on Great Southern RR); James C. Johnson; J. W. Johnson; Wm. A. Johnson, grocer at 166 2nd; Chas. W. Johnstone RR engineer; Corah V. Joles operator for Oregon Telephone & Telegraph Co.; George Joles warehouseman for Pease & Mays; Issae P. Joles, retired merchant; Chas. A. Jones & Rue Newlin at 2 & Court; Chas. T. Jones laborer; George Jones laborer; Harry L. Jones RR fireman; Mrs. H. L. Jones boarding house at 5 & Union; Wm. D. Jones farmer; Wm. H. Jones cigars & tobacco at 12 Front St.; Zebulon Jones, carpenter; Albert Jordan, Wm. Jordan & Ernest Jordan, farmers; Louis Joslin laborer; Mrs. Emma & Irvin Julian restaurant at 2 & Madison; John Juney, farmer.

Adaline Kallveny widow of John; P. A. Kantor & Joseph Gozdover cleaners & dyers at 69 2nd; John Kasburger RR fireman; Adam Kaufman teamster for Joe Peters & Co. (later an orchardist); Edwin Keister bookkeeper for French & Co; John F. Keiser assistant RR yardmaster; Andrew Keller, prop. Oregon Bakery & Confectionery at 126 2nd; George Keller meat market at 122 Union; Kelley Brothers, farmers (James, Joseph and Vince); James K. Kelley, attorney; John Kelley, carpenter; Mary Kelley widow of Keiran; Robert Kelley deputy sheriff; Thomas Kelley bartender at Umatilla House; A. M. Kelsay county clerk; Alfred Kennedy carpenter; Arthur Kennedy printer; Tom Kent; O. H. Kerns teacher; Caroline Kerrison widow of Wm; D. P. Ketchum, stock buyer; Wm. K. Ketchum stock buyer; Lydia Keys widow of Lorenzo; Ralph P. Keys farmer; Orion Kinersly druggist; David King laborer; Fred King laborer; Harvey King laborer; James King waiter at New Columbia hotel; George Kinney bartender for John Howe; Miles Kinney; Peter Kinney RR car inspector; Wm. A. Kirby groceryman at 83 3rd (later well known peanut vendor at 2nd and Washington); Joseph Kirchoff, bicycle repairman for Maier & Wenton; Sylvester Kirk painter; Frank Klein; Samuel Klein, fireman; Hans Klint orchardist; Henry Klint orchardist on River road; Juliet Knaggs; Anton Knahtla RR laborer; C. M. Knapp RR watchman; Daniel L. Knebel, laborer; Joseph Knebel, farmer; Horace Knight; Knights of Phthias hall in Vogt Block; John Kochar, plasterer; Charles Koehler farmer; J. P. Koehler, section foreman; Emma Kohler domestic; George C. Kohler saddlemaker for Farley & Frank; Joseph Kohler carpenter for Hugh Glenn; Adrain Koontz teacher; Elijah Koontz farmer; Joel W. Koontz fruit dryer on 5 Mile; John L. Koontz farmer; Verner H. Koontz clerk for J. P. McInerny; E. M. Korten clerk; Frank K. Kramer; Henry Kramer farmer; George Krauss farmer; Paul Kreft painter for Dave Vause; Henry L. Kuok harness & saddle shop at 2 & Madison; Edward Kurtz, agent for the Pacific Express Co. and prop for Pacific Transfer Co. at 84 Washington street; A. "Ad" Adelph Keller prop. of the Oro Fino saloon at 90 2nd street - "Dalles Brewery Beer always on tap."

James Lacy RR section foreman; Herman Ladow, painter; Hattie Ladlow widow of Wm.; J.S. Landers high school principal; G.E. Landis carpenter; Louis L and Norris M. Lane, blacksmiths, carriage and wagonmakers at 3rd & Jefferson; Enos Lane orchardist; Annie Lang stenographer; Elizabeth Lang teacher; Joe Lang RR section foreman; M.V. Lang widow of Thomas and mother of Annie & Elizabeth; James Langille carpenter; J.C. Lannerberg, eye specialist in Vogt building; Andrew Larsen, fisherman; Chas F. Lauer city marshall; Jerome Lauer wagonmaker with Mills Hoyle about 415 2nd; Benjamin F. Laughlin attorney; Lizzie Laughlin; Mary Laughlin widow of Wm. C; Henry Lauritsen fisherman; Louis Lawley; Mary Lay clerk for Pease & Mays; Minnie Lay; Thomas Leabo 8 Mile farmer; Harry Learned teamster for Dalles Lumber and later for many years fire chief; Henry H. Learned teamster; James Leary RR pumpman; John Leininger farmer; Jacob Leist clerk for I.C. Nickelsen; John Leist carpenter; Robert Leist clerk for Henry Herbring; David Lemison lineman for Oregon Telephone & Telegraph; Edgar Lemison compositor (later post office clerk who went to Fresno, Calif.) James Lemison barber; Ferdinand Lemke prop. San Francisco Beer Hall at 82 2nd; B.F. Lewis; Florence Lewis teacher; Capt. John W. Lewis land attorney; J. Owen Lewis RR machinist; George A. Liebe vice-pres. 1st National bank; Harry C. Liebe jeweler at 170 2nd; James Liek stationery engineer (later drayman); J. Lindsay RR brakeman; L.E. Lindsay RR brakeman; A.J. Linton orchardist; Wm.H. Lochhead; Christ Loft cook at Skibbe hotel; Dr. Hugh Logan physician over 1st N'tl. bank; Marcus Long barber with H.D. Parkins (also musician); Alvis Longmire RR boilermaker; Avery Longmire clerk for Dalles Commission Co.; R.H. Lonsdale bookkeeper for Joe Peters; Alec Looney 2nd Hand store at 2 & Madison; Wentworth Lord president and manager of the Wasco Warehouse Co; Henry Lorenzen and George Lorenzen, farmers; B.C. Lowe; Robert Lowe farmer; Henry Lubbing cigar maker on Court; Pauline Lusher widow of Rudolph; Mrs.M.A. Lyle dressmaker at 181 2nd; Tom W. Lynch barber, (Civil War drummer boy); Timothy Lynch; Wm.F. Lyons teamster for Joe Peters.

Mc

John A. McArthur manager The Dalles Electric Light & Power Co.; Mary McArthur 2 & Jefferson; Andrew McCabe farmer; E.E. McCarthy RR brakeman; L.Lee McCartney orchardist of Thompson Addition; J.E. McCormick farmer; Barbara McCoy widow of Wm.N; Claude McCoy waiter at Clarendon restaurant; E.O. McCoy secretary Columbia Commercial Club; Guy W. McCoy waiter; Jim McCoy with Beardsley & McCoy; Tom J. McCoy barber at 80 2nd; Wm.McCoy; J. McCoy RR engineer; Wm.McCrum carpenter; A.D. McCully bookkeeper for Pease & Mays; Paul McCully with Inland Printing Co; F.W. McCune engineer; Alex McDonald wheat buyer; John McDonald farmer; John McDonald fisherman; Walter McDonald farmer; Hosea McDowell engineer; James McGinty mason; M.J. McGrath RR brakeman; Andrew McHaley farmer; W.H. McHaley farmer; John P. McInerney dry goods merchant at 11 2nd; Malcolm McInnis bookkeeper for Wasco Warehouse Co.; Robert McIntosh, orchardist; John A. McKellar, farmer; Mrs.N.A. McKinnon; P. McNamera RR division roadmaster; Levina E. McNeal widow of John (great-grandmother of writer of this history); Nettie McNeal bookkeeper for Dalles-Portland-Astoria Navigation Co. (daughter of Levina McNeal); Orvin O. McNeal orchardist of Thompson Addition (father of the writer of this history); Wm.E. McNeal orchardist of Thompson Addition (grandfather of the writer of this history); Annie McNeil widow of Alexander; Rodrick McNeil foreman for Hugh Glenn and orchardist; Wm. R. McNeil attendant at Commercial Club; Capt. John McNulty, river steamboatman who lived at 2 & Lincoln; Jacob McReynolds; Abiel S. McAllister, president of Chronicle Pub. Co. real estate man, stockman, promoter of our first fair on Kelley Ave.

J.O. Mack, wholesale liquor dealer; Mable Mack stenographer for T.A. Hudson; Cora Maddron corsetmaker for the Pacific Corset Co.; Wm.A. Maddron, stonemason; Maetz Herman, saloonman with Fred Pfundt at 102 Front; Wm.Maher RR conductor; Henry J. Maier & James P. Benton groceries & hardware store at 171 2nd; Bridget Maloney widow of Patrick; Daniel D. Maloney horse trainer; Thomas Maloney deckhand on steamer Regulator; David W. Mann expressman & draying; Jesse B. Mann clerk for J.H. Cross; John Mann farmer; Michael Manning laborer; George Mans RR engineer; Wm.H. Mansfield foreman on Times-Mountaineer; John M. Marden real estate on 3rd street; Victor Marden harnessmaker for Farley & Frank; Wm. I. Marders & Chas. F. Michelbach saloonmen at 85 2nd; Frank Marquis laborer; J.W. Marquiss farmer; Andrew Y. Marsh orchardist; Howard Marshall, stage driver; A.F. Martin blacksmith for Lane Bros; Catherine Martin teacher; George Martin RR car inspector; Frank Martin RR section man; M. Martineau Captain of the river steamer D.S. Baker; Masonic Hall NE corner 3 & Court; Ferdinand Mathews; John H. Mathews wagonmaker; Chas.H. Matney; Lepold Mayer bartender for Otto Bergfeld; Grant Mays of Mays & Crowe; Robert Mays of Pease & Mays, county judge and early Dufur and Tygh farmer, father of Grant; H.B. Meeker and P.H. Meeker, farmers; Christian Meier upholsterer for Prinz & Nitschke; James Meins farmer; John C. Meins stockman; Joseph Meins farmer; Nils J. Mellquist RR boilermaker; Frank Menefee attorney; Wm.Menefee bookkeeper for Jacobsen Book & Music Co.; Edwin H. Merrill RR warehouseman; John Mosplie Mill creek orchardist; Theodore Mosplie Mill creek farmer; J.W. Metcalf attorney; Frank Meyers RR hostler; Adolph Michael-Louis Surad-Philip Perlman 2nd Hand store; Charles Michelbach saloonman & prop Union House; Louise Michelbach; Anette Michell clerk for A.M.Williams; Edward Michell compositor on Chronicle; John Michell; Minnie Michell teacher in Court street school; Myrtle Michell clerk for Jacobson Book & Music store; Rose Michell compositor on Chronicle; Wm. Michell undertaker; Lorenzo Miler RR fireman; Jahida Millard laborer; Benjamin Miller stage driver; George W. Miller; Helen Miller domestic; John Miller laborer; Guy Miller with Inland Printing Co; Martin Miller farmer; Mary Miller domestic; M.H. Miller farmer; Wm.A. Miller laborer; George Moabus clerk for M.T. Nolan; Malcolm Moody 400 acre stockman, bowling alley at 50 Front st; Wm.H. Moody manager for Z.F. Moody warehouse; Zenas F. Moody buyer of wool, hides & pelts; James F. Moore, Register U.S. Land office 107 Washington; James W. Moore farmer; Louis Moore carrier Times-Mountaineer; W.A. Moore farmer; M.E. Montgomery RR engineer; George Morgan, Rachel Morgan teacher; P.P. Morgan farmer; Seth Morgan farmer; X.M. Morgan farmer; Dave Morris carriage maker; Harry Morse clerk; M. Mortensen orchardist; John Morton farmer; A. Mott farmer; Geo. Munger wagonmaker; John & Mel Murchie livery stable; W.S. Myers attorney; Otto Murhard laborer; Wm.H. Murphy tinner for Mays & Crowe.

H. Nagel & W. Weaver, soda works about 718 E 2; N. Nauds RR watchman; John Neagle boot & shoemaker on Union near 2nd; Wm. H. Neidermeyer salesman for R. H. Weber nursery; Caroline Nelson widow of James; David Nelson farmer; James Nelson, farmer; Mrs. C. Nelson & Mrs. M. French restaurant at 128 Court; Wm. Nesler RR section foreman; New Columbia hotel J. M. Toomey prop. at 1 & Union; Chas Newburger fisherman; Rue Newlin & C. A. Jones saloon at 2 & Court (Legion Club rooms 1953); Anna Newman widow of Lyon; T. T. Nicholas miner; Louis H. Nichols RR car inspector; Mrs. M. Q. Nichols; Wm. Nichols butcher for Geo. Keller; George Nickels; James H. Nickels RR engineer; Ingwert Nickelsen book & music store 179 2nd; Peter Nickelsen messenger for Western Union; Hans Nielsen clothier at 148 2nd; Joseph Nitschke furniture store; Lawrence Nolan bartender for Al Bettengin; Margarette Nolan widow of Richard; Michael T. Nolan, mayor & grocer at 54 2nd; I. J. Norman water superintendent; Walter Norman; W. S. Norman plumber; Northern Pacific Trunk Co. Henry Dietzel manufacturer at 2 & Monroe;

Louis D. Oaks & Frank P. Brown drayman at 2 & Washington; Frank Obrist farmer of Dutch Flat; Harry Obrist farmer of Dutch Flat; Jacob Obrist farmer of Dutch Flat; John Obrist farmer of Dutch Flat; Wm. G. Obrist farmer of Dutch Flat; E. O'Dell farmer; I. G. O'Dell farmer; W. G. Odell sheepman; C. Ohlsgchlager farmer; Ida Omeg teacher; Mable Omeg teacher; Peter Omeg Civil War veteran farmer of Pleasant Ridge; Wm. Omeg farmer; John O'Neal farmer; Oregon Bakery Andrew Keller prop at 128 2nd; Oregon Market George Keller prop. about 304 Union; Oregon Railroad & Navigation Co. James Ireland general freight agent, passenger & freight depots at 1 & Madison; Oregon Telephone & Telegraph Co. Blakeley & Houghton agents at 175 2nd; Orq Fino saloon Ad Keller prop at 90 2nd; Silas Osborne laborer; Louis Ostlund carpenter; Walter Ott butcher for Wood Brothers; Henrietta Owen circulating library 179 2nd.

Geo. C. Pace frescoer & decorator; Pacific Corset Co. M. D. L. French manufacturers at 128 Court; Pacific Express Co. Ed. Kurtz agent at 84 Washington; Pacific Transfer Co. Ed Kurtz agent at 84 Washington; Elizabeth Page; John Page carpenter; Dow Palmer operator for Western Union Telegraph Co; J. E. Palmer teamster; Julius K. Pankonin mason; John H. Parent; Edwin D. Parkins laborer; H. D. Parkins barber at 118 2nd; Maeton Parkins orchardist in Thompson Addition; Tunis Parkins laborer of Tom. Addn; Tom E. Parks laborer; Wm. A. Parks laborer; Mrs. M. A. Parks; Bartolomi Parodi farmer; Francisco Parodi laborer; Joe Parodi farmer; Densmore Parrish with Dalles Lumber; James A. Parrish orchardist Thompson Addn; Wm. D. Parrish farmer of Thomp. Addn; John F. Parrott stockbuyer; Nils J. Parson laborer; John Pashek tailor 318 Washington; W. Pashek farmer; George Passmore cook at European House; Buelah Patterson, dressmaker; David Patterson farmer; G. W. Patterson farmer; Horace U. Patterson saloon man at 71 Front; J. A. Patterson RR engineer; Jerry M. Patterson Civil War veteran bookkeeper (later postmaster); Mrs. L. A. Patterson; Newton Patterson laborer; Queen Patton widow Eldon; Neils Paulson with Mays & Crowe; Edw. Payne laborer; Andrew Pearson laborer; J. Pearson RR fireman; Edward C. Pease, Robert Mays & W. H. Hobson general merchandise, importers, agricultural implements 321 2nd; Chas Peirano RR brakeman; John W. Pennington printer; Philip Perlman merchant; Isaac Perry janitor; Rose Perry; Inez Peterson domestic; Joseph T. Peters, builders supplies, lumber, planing mill, box factory, wood about 520 2nd; Niel P. Peterson, shoemaker; Fred Pfundt saloonman; Arthur Phelps; Chas W. Phelps bowling alley about 608 2nd; George Phelps RR fireman; Gilbert W. Phelps attorney; Angie Phillips teacher; Chas L. Phillips grocer at 8 & Union; Mrs. C. L. Phillips milliner & florist on Washington about 312; Christina Phirman; Conrad Phirman; Edw. C. Phirman manager Columbia Packing Co; George Phirman butcher for Columbia Packing Co; John H. Phirman butcher for Columbia Packing Co; Selma Phirman teacher at Academy Park school; Louis Pickens; Fred Pieper laborer; Jared S. Pintler barber; Ephraim Pitman farmer; Anton Plemel laborer; Joe Plemel clerk for Christman Bros; Margaret Plemel clerk for James White; Matthew Plemel fireman for Joe Peters; Martha Poorman widow of David; Chas Porter; Louis Porter clerk for Pease & Mays; Post Office in Vogt Block, J. B. Crossen postmaster; Earl Potter butcher for George Keller; Frank Potts laborer; George Potts laborer of Thompson Addn; Sam Potts laborer Thompson Addn; Antone Poulsen driver for A. A. Brown (now sexton for I O O F cemetery); Christen Poulsen miller at Diamond Mills; Mary Poulsen widow Paul; Niels Poulsen plumber for Mays & Crowe; Paul Poulsen cemetery gardner; Patrick Powers RR engineer; A. J. Price RR wiper; Theodore Prinz furniture merchant; Joseph Proulx bartender for H. U. Patterson; Carrie Puckett widow Wm.; Tom Purdy clerk for Joe Peters.

Henry Quirin bartender at Skibbe Hotel; Qung Sing Laundry at 20 Front; Ed Quinn laborer.

Edith Randall music teacher; James Randall RR engineer; Matthew Randall; Chas Ranson laborer on RR; Carl Rath laborer; Peter Rath tinner for Maier & Benton; John Ratten saddler for Farley & Frank; Anna Rawson dressmaker; Chas T. Rawson orchardist; Wm. W. Rawson farmer; Henry Readler driver for Maier & Benton; Katie Redlinger domestic; Wm. Redmond RR section man; Alfred Reese painter; Edgar Reese RR engineer; Mrs. M. Reeves; Regulator Warf at foot of Court; S. Reistric wool buyer; J. E. Remington farmer; George Reno farmer (also surveyor with Gov. Z. F. Moody in Central Oregon--was a brother to the writer's maternal grandmother Emeline Reno Davis, wife Silas Wm. Davis, operator of The Dalles to Wapinitia Stage line); R. F. Reno teamster of Thompson Addition; John Reynolds wood dealer; C. W. Rice farmer; George W. Rice farmer; Horace Rice farmer (see under Rice station); Michael Rice RR conductor; J. L. Richards laborer; W. D. Richards farmer; Louis Richardson blacksmith at 415 3rd; Lyman Richardson blacksmith; Chas Richmond Condon farmer; Mrs. Chas. L. Richmond prop. Richmond House about 708 2nd; Richmond Stables, Fred Archer prop about 711 2nd; Miss H. L. Ricks RR telegraph operator; Clyde Riddell student; Ethel Riddell artist; George H. Riddell farmer; Hayward H. Riddell attorney in Vogt Block; Mable Riddell school teacher; John Riggs stockman; Dr. Belle Rinehart physician; Christine Rintoul teacher at academy park; Lizzie Rintoul; Louise Rintoul teacher at academy park; Minerva Robbins widow James; Ben Robertson farmer; Burrel Roberson with Barzes brickyard; Wayne Roberson farmer; Albert S. Roberts farmer; Daniel H. Roberts attorney; Emma Roberts teacher; E. P. Roberts sheepman; L. E. Roberts farmer; Thomas L. Roberts harnessmaker with C. C. Cooper; Wm. L. Roberts farmer; Joseph T. Robertson & Thomas Ward Livery Stable where auditorium is now located; B. F. Robinson farmer; B. H. Robinson farmer; James Robinson laborer; John Robinson farmer; Morgan Robinson druggist with Blakeley & Houghton; Wm.

Robinson fisherman; Mrs. Kate Roche teacher; L.F. Rodgers laborer; Belle Rogers widow Harvey; John F. Root cooper; Louis Rorden, merchant at 174 2nd; Reinhard Rorden clerk for L. Rorden; F.O. Rose RR fireman; Valentine Rose farmer & laborer for Joe Peters; Francis Ross carpenter; George Ross cashier for RR; J.E. Ross RR brakeman; Frances Rowe teacher; Fred Rowe & W.K. Rowe Lumber Co. at 2 & Jefferson; Joe Rowe machinist; Alice Rowland dressmaker; George Rowland real estate; Ez Rozell laborer; Joseph P. Ruark, miner; George Rush grocer on Washington near 2nd; Frank Ruffner plasterer; Peter Ruffner farmer; George Runyan farmer; Wm. Rupert harnessmaker for Farley & Frank; Mrs. Jane Russell dressmaker; Ed Russell farmer; John Ryan farmer of 5 Mile; Edwin J. Ryan RR engineer.

S

Henry St. Arnold & Matthias Schoren blacksmiths & horseshoers at 2 & Madison; Carrie St. John dressmaker for A.M. Williams; Emma St. John dressmaker; Henry St. John carpenter; St. Marys Academy, Sister Mary Matthew Superior at 3rd & Lincoln; St. Pauls Episcopal Church Rev. Jos DeForest rector at 5 & Union; St. Peters Roman Catholic Church Rev. Alphonsus Bronsgeest rector at 3rd & Lincoln; Robert E. Saltmarsh prop Dalles Stock Yards on east 2nd; Salvation Army 14 Front; Clara Sampson operator for Seufert & Condon Telephone Co; Elizabeth Sampson cashier for A.M. Williams; Frank Sampson clerk for A.M. Williams; Victor Sampson clerk for M.Z. Donnell; George Sandman carpenter; C.E. Sandoz Mill creek farmer; L.A. Sandoz Mill creek farmer; L.F. Sandoz Mill creek farmer; Victor Sandoz Mill creek farmer; Adolph Sandrock wagonmaker near 2nd & Laughlin; Frank Sandrock clerk for M.T. Nolan; Minnie Sandrock Milliner; Alfred C. Sanford cashier for A.M. Williams (see under Shaniko); Issac Sargent; Fries B. Saunders, Wasco warehouseman; Otto S. Savage farmer; M.M. Sayers RR fireman; Lester P. Sayles piano tuner & repairman; Emil Schanno state horticulture commissioner & orchardist; Leo A. Schanno, merchant; John S. Schenck president of 1st National bank; Marcus Scherrer laborer; Chas L. Schmidt grocer at 82 2nd; Chas T. Schmidt clerk for C.L. Schmidt; Victor Schmidt clerk for C.L. Schmidt; Mrs. Anna Schooling; Elizabeth Schooling clerk for A.M. Williams; Martha Schooling clerk for J.A. Simonson; Mattias Schoren, blacksmith; Emil Schroeder baker for A. Keller; Chas A. Schutz engineer & real estate at 77 2nd; Chris Schwabe compositor on Chronicle; Charlotte Scott seamstress; George Scott; Percy Scott bartender at Umatilla House; Walter Scott Mill creek farmer; Emil Scrawser farmer; George Sears farmer; A. Sechler Dry Hollow farmer; May Sechler teacher; A.J. Seghers; John Sellers blacksmith for RR; Germain Sequi farmer; Frank Seufert orchardist; Theodore Seufert president Seufert & Condon Telephone Co. and orchardist (J.W. Condon secretary & manager with office in French Bank building); Felix C. Sexton & Robert H. Darnielle feed yard opposite Moody's Warehouse; Dr. Wm. Shackelford physician & surgeon at junction of 3rd & 4th; Joseph Shannon porter for Joe Peters; Madison T. Shannon harnessmaker for H.L. Kuck; Mary Shannon dressmaker; Ella Sharon; Edward F. Sharp surveyor of 4 & Federal; Frank Sharp farmer; James Sharp farmer; P.T. Sharp farmer; W.H. Sharp farmer; John Sheehy RR conductor; Susie Sheffield widow Wm; Josie Shelly domestic; Wm. Shelly farmer; Owen Shepard clerk for C.L. Phillips; J.E. Sherer farmer; George Sherrill farmer; James Sherrill farmer; Daniel Siddall dentist; John Sieber laborer; John Silver laborer; Mrs. H. Simons; James A. Simonson farmer; Anna Simonson; James A. Simonson confectionery at 116 2nd; Jesse Simonson carpenter for H. Glenn; Ness Simonson boot & shoemaker on Washington near 3rd; Sing Gee groceries at 112 Front; John A. Singleton operator of planing mill at end of flume at 15 & Pentland; Nicholas J. Sinnott & Roger B. Sinnott attorneys at 80 Court; Sinnott & Judd S. Fish owners of Umatilla House; Fred W.L. Skibbe Hotel at 2 & Madison; W.H. Sloper RR fireman; Laura Smiley; Naomi Smiley marker for Dalles Laundry; Wm. Smiley; Albert Smith farmer; Chas Smith farmer; Mrs. C.E. Smith widow Henry; Ernest Smith RR telegraph operator; Freeborn Smith teamster; G.A. Smith farmer; Henry Smith superintendent of Commercial Club; John Smith clerk for Pease & Mays; Mrs. Julia Smith peop of Farmers' Hotel; James M. Smith orchardist; J.N. Smith farmer; T.H. Smith woolman; Wm. W. Smith RR conductor; Zetta Smith teacher; Lena Snall teacher; A.F. Snelling editor Baptist Sentinel; Wm. Snider cook at Skibbe Hotel; George R. Snipes orchardist; James Snipes bookkeeper for Diamond Mill; Snipes & Kinsersly Drug store; Gillard Snowden RR clerk; John Southwall farmer; Joe Southwall farmer; Pearl Southworth hair-dressing & manicuring at 181 2nd; Arlet Spalding clerk for A.C. Giger; Maggie Spalding; Henry Speicinger laborer; Mike Spalcinger Mill creek farmer; Edward Spencer laborer; Fred Spencer baker; Mary Spencer widow Henry; Wm. Spencer laborer; May Spicer laundress; Josie Spink teacher; Mary Spink widow Joe; E.R. Spivey painter; Reuben Spivey painter; George Spracklen carpet cleaner; George Springer laborer; Charles G. Stacey barber at 110 Front; Joseph Stadelman clerk for Dalles Commission Co.; Peter Stadelman president Dalles Commission Co. NE corner 2nd; Joe Stangle blacksmith at 3 & Madison; Harold Staniels laborer; John Staniels laborer; Steamer Regulator; Steamer Dalles City; M.V. Stecker farmer; Andrew Steel 5 Mile farmer; W. Steiner baker for A. Keller; Ed Stephens butcher for Columbia Packing Co; Chas Stephens dry goods & clothing at 134 2nd; Beulah Sterling teacher; George Sterling carpenter; Mable Sterling operator for Seufert & Condon Telephone Co; Henry Stevens RR laborer; George E. Stewart shorthand reporter for A.S. Bennett; John Stewart farmer; Madison Stewart clerk for Times-Mountaineer; Chas Stilwell & J.H. Jackson livestock men near Wasco Warehouse; Wm.T. Stobie laborer; M. Stocker, farmer; Chas H. Stokes lineman for Western Union; Nick Stokoe granite cutter for L. Comini; Wm. Stoll laborer; Barton Stone laborer; Chas Stone fisherman; Frank Stone laborer; Herman Stoneman; Mary Storrs widow John; Etta Story clerk for A.M. Williams; James L. Story attorney; J.L. Story asst. postmaster; David Stroud farmer; Margaret Stroud widow Sam; George Stuart farmer; Harry Stryker clerk for Blakeley & Houghton; George Stuart farmer; Mrs. L.K. Stuart; Madison Stuart compositor; Robert Stuart with Phelps Bowling Alley; Mrs. Anna Stubling & son Arthur florists; Charles J. Stubling wholesale liquors at 173 2nd; Joe Studemaker bartender at Columbia brewery; Arthur Sturdevent dentist; Tom Sullivan farmer; Sunset Cemetery (IOOF) 1 Mi. W courthouse; Louis Surad merchant; Dr. James Sutherland physician in Chapman black; Wm.H. Swain RR engineer; Mrs. W.H. Swain dressmaker; Nellie Sylvester music teacher; Wm. E. Sylvester carpenter.

Wm. Tackman in Chapman block also greenhouse operator; Elias Tague laborer; Cora Taylor domestic; Frank P. Taylor sheepman; Henry Taylor salesman for George Rush; James E. Taylor farmer; James S. Taylor; John A. Taylor farmer; J.S. & J.A. Taylor farmers; Rev. O.D. Taylor Baptist minister and orchardist; Wm. H. Taylor orchardist; Robert Teague clerk for Wm.A. Johnston; Peter Tennyson carpenter for Hugh Glenn; The Dalles Chronicle daily & semi-weekly at 80 Washington street; The Dalles Commercial Club W.L. Bradshaw pres, H.M. Beal secretary at 1 & Washington; The Dalles Cold Storage Co at foot Jefferson; The Dalles Commission Co. P.J. Stadelman pres. and manager, sold ice, fish, fruit & produce at at 74 2nd & Wash; The Dalles Electric Light, Telephone & Power Co. D.M. French pres, Smith French sec., J.W. French treas. in French's Bank building; The Dalles Land & Improvement Co. Les L. McCartney pres. T.A. Hudson sec. on Wash. bet. 2 & 3rd; The Dalles Lumber Co. Thomas Johns pres. S.S. Johns sec. & treas. builders' supplies at at SE corner 2 & Jeff; The Dalles Machine & Repair Shop Henry Clough prop at NW cor. 2 & Jeff; The Dalles Marble & Granite Works Louis Comini prop; The Dalles Military Road Co. T.A. Hudson sec. & agent; The Dalles National Bank H.S. Wilson reciever; The Dalles Nurseries R.H. Weber prop. $\frac{1}{2}$ mi. E Fair Grounds-12 & Kelley Ave; The Dalles Planing Mill & Box Factory Joe Peters prop. at foot Jefferson; The Dalles to Wapinitia Stage Line Hugh Jackson prop. ticket office at Umatilla House; Hubert Thiel farmer; A.C. Thomas orchardist; Mrs. Fred Thomas; Daniel Thomas farmer; F.R. Thomas laborer; James M. Thomas farmer; John Thomas farmer; Alexander R. Thompson sheepman; Anna B. Thompson teacher; C.W. Thompson RR brakeman; George T. Thompson blacksmith & horseshoer SE cor. 2 & Madison; John L. Thompson blacksmith NE cor. 3 & Madison; John P. Thompson carpenter for Hugh Glenn; Laura Thompson stenographer for Mays & Crowe; S.H. Thompson laborer; W.C. Thompson laborer; Amanda Thornbury widow of Caleb; James Thrall auctioneer W end 4; Samuel Thurman fisherman; Bert H. Thurston; Times-Mountaineer Daily & Weekly John A. Douthit publisher at 72 Court; Angus Tolmie clerk for Pease & Mays; Jeremiah M. Toomey prop. New Columbia hotel at 1 & Union; Chas. Treat laborer; Nora Turner teacher; Pernecia Turner widow John; Katie Twohig housekeeper at Umatilla House; T.J. Twohig boot & shoemaker at 2 & Jeff; Tygh Valley Land & Livestock Co. D.M. French pres; J.W. French sec.-treas, A.A. Bonny manager.

Adolph Ullrich & Benjamin Ullrich (Spanish-American War veteran) cigar manufacturers on 2nd near Jeff; Julius Ullrich cigar manufacturer for Adolph Ullrich; Umatilla House Sinnott & Fish props; Union Street Lodging House NW cor. 2 & Union; U.S. Land Office 107 Wash. James F. Moore register; Andrew Urquhart Mill creek farmer.

W.H. Vanbibber farmer at Foley Lakes; Wm.P. Vanbibber & Joseph H. Worsley grocers on 2nd & Madison; Perry VanCamp farmer; Chas VanDuyn; Cornelius VanDuyn; Walter VanDuyn; Fred H. VanNorden jeweler for T.A. VanNorden at 153 2nd; Samuel E. VanVactor attorney in French Bank bldg; Albert N. Varney fruits at NE cor. 3 & Wash; Wm. Vats contractor; David W. Vause painter & paper hanger at SE cor. 3 & Washington; Andrew Velarde, Paul Velarde & Joseph Velarde house movers 6 blocks E of Fair Grounds; Frank Velarde saddler; Julius Velarde RR carpenter; Bertha Vieira widow Joseph; Ludwig Vliest cabinetmaker; Vogt Block SW cor. 2 & Fed; Frank Vogt merchant; Joseph Vogt clerk for Nathan Harris; Max Vogt & Co. capitalists and prop of Vogt Block, Vogt Opera House and Chapman Block; Maximillian A. Vogt bookkeeper for First National Bank; Vogt Opera House about 309 3rd; Wm. Vogt clerk for C.F. Stephens.

B.F. Wagonblast farmer; Gottlib Wagonblast 5 Mile farmer; John Wagonblast orchardist; Harry Wagner clerk for Wasco Warehouse Co; Phil Wagner farmer; Effie Wakefield teacher; Erwin Wakefield; Fritz Henry Wakefield miner; Jason M. Wakefield; Arthur Walker; Chas Walker laborer; Chas P. Walker farmer on 18th; James Walker; C. Wall RR fireman; Wm. Walsh harnessmaker for Farley & Frank; Adolph Walther clerk for Mays & Crowe; Albert Walthers; Fred J. Walther gardner; W. Ernest Walther salesman for Mays & Crowe; Jefferson Walton painter; R.L. Walton painter; Elizabeth Ward; Henry S. Ward book canvasser; Ida J. Ward dressmaker; Thomas A. Ward (Ward & Robertson Livery Stable where auditorium now is located); W.S. Ward RR brakeman; Robert Warner pastor Methodist church; Wasco Warehouse Co. W. Lord pres & manager, wool, hides, pelts, flour, grain on E 2nd; E.H. Waterman farmer; Mart Waterman farmer; Ellen Waters; Perry Watkins farmer at Freebridge; Fred Waud carrier for Times-Mountaineer; Orrin S. Waud captain of Regulator; Larkin Weaver farmer; W. Weaver & H. Nagel soda works about 612 2nd; Annie Weber domestic; Henry Weber laborer; Richard H. Weber nurseryman $\frac{1}{2}$ mi. E Fair Grounds; A.L. Webster laborer; William Wedekind RR sectionman; Wm. Weggeman shoemaker; Chas Weigel farmer; Fred Weigle clerk for A.M. Williams; George Weigel clerk for Henry Herbring; Jacob Weigel clerk for Varney & Co; John Weigle clerk for A.M. Williams; Albert Weigelt stonemason; Bertha Weiss domestic; George Welch farmer; H.W. Wells sheepman; George Wentworth lineman for Seufert & Condon; Western Union Telegraph Co. in Umatilla House; Nathan Whealdon real estate & insurance at 157 2nd; W.H. Whipple assessor; Henry White machinist for Rowe & Co.; James White lunch counter at SW cor. 2 & Mad; James A. White yard foreman for Dalles Lumber; White Star Line O.W. Hosford manager & J.S. Booth general agent dock & office at foot Union; Frank Whitmore harnessmaker for Joe Shannon; Henry Whitmore mason; John T. Whitmore RR fireman; George H. Wick foreman on Baptist Sentinel; R.F. Wickham farmer; Fred Wickman shoemaker & farmer; Edward Wicks farmer; Dell Wilder farmer; Dio D. Wilder photographer NE cor. 2 & Fed; Lydia Wilder widow; Julius Wiley night watchman; Roland T. Wiley; Wm. N. Wiley blacksmith; Wm.C. Wiley blacksmith; Wm.N. Wiley stockman; Herman Wilhelm orchardist; Josephene Wilhelm widow Ernest; T.A. Wilhelm farmer; Wm. Wilhelm farmer; Samuel Wilkinson wool dealer; Henry Willerton RR caller; A.M. Williams & Edward M. Williams dry goods, clothing, boots at 154-60 2nd; Fred C. Williams street sprinkler; Emma Williams dressmaker; George Williams prop. Columbia Ice Co; W.H. Williams farmer; Philip Willig tailor at 64 2nd; Andrew Willis farmer; Jason Willis farmer; A. Wilson farmer; Albert M. Wilson painter; Ben Wilson saloon at NE cor. 2 & Mad; Elizabeth M. Wilson widow Joseph G. (mother Fred W.); Fred Wm. Wilson cashier for French & Co; Fritz W. Wilson attorney & editor of Chronicle; Hollis S. Wilson attorney; James W. Wilson bartender for C.J. Stubling; Laura Wilson dressmaker; Susan Wilson widow James; Wallace Wilson steward at

Umatilla House; Wm. H. Wilson attorney; Audibon Winans, Lineus Winans & W. Winans (Winans Bros) fish cannery and fruit growers on Walnut Grove (part of Seufert Brothers orchards--soon to become Engineers Town for The Dalles Dam); Wing Hong Hai Co. clothing & labor contractors 120 Front; Wing Lung & Co. Chinese merchants at Front & Court; Perry Wing blacksmith for George T. Thompson; Edward M. Wingate; Dick Winters bartender for Otto Bergfeld; B. Wiseman sheepman; Wm. Wiseman farmer; W.T. Wiseman sheepman; George Wohlfarth carpenter; Bernard Wolf wool, hides & pelts at NE cor. 2 & Jeff; W.F. Wolf laborer; W.H. Wolf farmer; John C. Woods, Thomas F. Woods & James H. Woods (Woods Bros) meat market at 89 2nd; John Henry Wood pastor of Methodist church; J. Frank Wood clerk for Pease & Mays; Wm. A. Wood farmer; W. S. Woodworth RR engineer; J.J. Woolery farmer in Thompson Addition; Chas Woolgrove stone cutter for L. Comini; Grant Worden carpenter; Joseph H. Worsley merchant; C.R. Wyatt Mill creek farmer; F.M. Wyatt Upper Mill creek farmer; Herbert G. Wyatt upper Mill creek farmer (later a post office clerk).

Issac Young farmer; Jennie Young clerk for A.M. Williams; Mable Young waiter for Mrs. C. Davis; R.I. Young farmer; Sidney Young watchmaker at 179 2nd; Wm.H. Young blacksmith; Yuen Hai & Co. laundry at 122 Front.

Henry Zeigler waiter at Clarendon restaurant; Herman Ziegenhagen laborer; Jacob Zimmerman carpenter for Hugh Glenn; Mrs. M. Zirka; John Zubach farmer.

1898 Numbering System

Students of our history will note considerable difference in the block numbers, assigned by the council in 1898, as compared to block numbers in 1952. As near as we can conclude starting with Union street the council assigned about 70 numbers for business houses in the first block of east 2nd street; the second block of east second street (now called the 200 block) ran from 70 to about 140. The third block apparently ran from about 140 to around 200 etc.

Snipes & Kinnersly drug store used to be where the Recreation is now at 215 E 2nd but the number assigned to them then was 129 2nd street. A.M. Williams store number in 1898 was from 154 to 160 (2 entrances) while the telephone book lists their number now as being 308 E 2nd. Students will please make allowance for these differences in store numbers.

The Chronicle on Washington street in 1898, about where the Salvation Army is located now at 212 was then called 80 Washington, which indicates nearly 100 numbers were assigned to side streets by the council while only about 70 numbers were assigned to a block on 2nd street.

Most of the residential houses were listed on the streets on which they faced in 1898 and then it was indicated how many houses east or west of the closest north-south intersecting streets; as on 4th 2 west of Union on south side.

Schools of 1898

It is interesting to note that the high school in 1898 "was located on the west side of Court between 5th & 6th; with John Gavin principal; J.S. Landers, assistant principal; Miss Melissa Hill, teacher. The Academy Park school was on the south side of 10 between Court & Washington and the teachers being Tena Rintoul, Louise Rintoul, Maggie Flinn, Mrs. Ellen D. Baldwin and Salina Phirman. At the Union street school, on the west side of Union between 5th & 6th the teachers were Cassie M. Cheese, Lena E. Snell, Ella Cooper, Frances E. Rowe and Elsie M. Ball. At the East Hill (Joseph Wilson) school the teachers were Mrs. Kate Roche and Nan Cooper. At Court Street Minnie Michell. The Board of Education was John Gavin, superintendent of schools; directors Dr. O.D. Doane, S.B. Adams, George A. Liebe and clerk George P. Morgan."

Organizations of 1898

The Ancient Order of United Workmen met at Fraternity Hall, 80 Court street, every Thursday, with S.P.M. Briggs, MW and F.J. Hayworth, recorder. The Degree of Honor met at Fraternity Hall every Wednesday with Alice Gibbon C of H and Miss N. Longmire, recorder. The Catholic Knights of America met on the first & 3rd Sundays with M.T. Nolan, president and Malcolm McInnis, secretary. The James W. Nesmith Post No. 32 Grand Army of the Republic met on the 2nd & 4th Saturdays for all old Civil war and Indian war veterans. The IOOF met in the K of P hall every Friday with Paul Paulson NG and Harry Clough, secretary. The Knights of Pythias met every Monday night with H. Riddell CC and Dave Vause keeper of records and seal. The Masons met in the Masonic hall every first and third Mondays with Frank Clark WM and F.A. Abernathy, secretary. The Woodmen of the World met every Tuesday at Fraternity Hall with A.L. Reese CC and W.D. Harper, clerk. The Elks Cascade Lodge No. 303 met every Saturday in the K of P hall with Judd Fish Exalted Ruler and Fred W. Wilson, secretary."

ERRORS

As we have said before and repeat here again for emphasis, this history is only 85% correct!

We have found that the human mind, regardless of its education or ownership, is not more than 85% perfect! That means that not only the writer of this history is 15% wrong, but also the writers of the other historical articles contained herein; the directory names contained herein; the spelling of those names; the data pertaining thereto. There is no more exacting work than writing a history. Every word is examined with microscopic exactness, every phrase is criticized, every date questioned. So little tolerance is allowed the historian that few people will risk the abuse and criticism attached to the authorship of a history, preferring to allow it to be forgotten, unrecorded.

THE DALLES IN 1910

R.L. Polk's directory for The Dalles in 1910 says, "Its population is 7000. Three lines of steamers ply between The Dalles and Portland and the Great Southern Railroad passes through Wasco County in a southerly direction and the purpose is to extend this line in the near future (from Dufur to Friend). There is unlimited water power to encourage manufacturing industry. The city is paving streets, an electric street car line with interurban connections including tapping virgin forests is planned. Good public schools with a corps of 20 teachers makes The Dalles a desirable place. E.M. Wingate is mayor, P.B. Davis recorder, James Harper marshal, Ed Kurtz, treasurer and also fire chief; aldermen were Dave Linquist, B.C. Olinger, W.L. Crichton, Geo. C. Blakeley, Grant Mays, P.J. Stadelman, J.L. Harper, J.P. McInerney and Leo A. Schanno. Policemen besides James Harper, chief, were John B. Crate and Ralph V. Gibbons. Leo Schanno was president of the Fire Department Board with Elmer Ward, secretary. Besides chief Ed Kurtz the assistant chief was M.L. Curran; Jackson Engine Co. had John Milne, foreman and Geo. Brown, engineer; Dalles Hook & Ladder Co. John A. Gibson, foreman; Columbia Hose Co. Eugene Pauly, foreman; East End Horse Co. 727 2nd Gus Bartell, foreman; Mt. Hood Hose Co. at 9 & Union John Miller, foreman; Ft. Dalles Hose Co. 15 & Pentland James Harper, foreman; South Side Hose Co. Kelley Ave. & Clay F.R. Angle, foreman. Frank Seufert was president of the Water Commission with J.B. Crossen, superintendent and C.A. Borders asst. supt. and R.P. Davis clerk, other commissioners being Nick Sinnott (congressman), Hans Hansen, box factory and planing mill owner, Andrew Kelley, baker, Vincent Circle and J.W. Koontz. On the board of education was John Gavin, chairman, Simeon Bolton, F.S. Gunning, Wm. L. Bradshaw and Edw. C. Pease, with Maude Eddon, clerk, A.C. Strange superintendent and Wm. B. Young principal. The county judge was A.E. Lake, recorder F.R. Angle, sheriff Levi Christman, treasurer F.S. Gunning, Co. school superintendent J.T. Neff, assessor J.W. Koontz, coroner C.N. Burget, surveyor A.W. Mohr and county commissioners C.H. Stoughton and H.C. Rooper (of Antelope). W.L. Bradshaw was circuit judge, John A. Douthitt was justice of the peace. Ed Kurtz was president of The Dalles Business Men's Association and Judd Fish, secretary. Newspapers were the Chronicle and Optimist. Schools: St. Marys, Academy Park at 10 & Washington with Harriett Alexander, Ambrosine Murphy, Kate Roache, Mary Simonson teachers; Court Street at 8th, Etta Wrenn, Tena Rintoul, Dora Nielsen, Mrs. Jennie Wheeler, Shirley Dorsey, teachers. East Hill at Bluff (12) & Clark Florence Chapin and Janet Young teachers. High school at 10 & Union Wm. B. Young principal, J.R. Ward, Minnie U. Michell, Bertha P. White, Hattie R. Crawford, Alle Miller, Lora M. Foster, Daisy McAnulty teachers. Estelle Ross music & drawing. Thompson Addition Myrthene Taylor teacher. West Hill Primary on Mt. Hood between 10 & 11, Ethel Osburn, Evelyn Hayes teachers. The Pacific Telephone & Telegraph Co. at 212 Washington and the Seufert & Condon Telephone Co. at 304 Washington served the community and most stores advertised "both phones", and they didn't pay as much for 2 phones in those days as we pay for one now! Theatres included The Casino at 312 E 2nd run by Lew Collins; the Grand at 217 E 2nd run by Al Bettingen; the Vogt Opera House at 309 3rd managed by Prof. Wm. Birgfeld and at which all the finer road (vaudeville) shows of the west played. By 1910 cars took the place of horses on stage lines, the Central Oregon Auto Stage Line, 208 E 2nd, was operated by R.J. Gorman and The Dalles to Dufur Line at 219 E 2nd was run by the Betts Auto Co. The D.P.A.N.Co. operated the Bailey Gatzert to Portland daily; the Mid-Columbia Transportation Co. operated the steamer Geo. W. Simons to Cascade Locks and the Open River Transportation Co. operated the J.N. Teal.

Benjamin Ablowitz clothing store at 514 E 2; Academy Park school at 10 & Washington. Acme Real Estate Office; Frank Baker manager at 100 E 2; Alice Adams; Chas B. Adams & Louis A. Porter props. White House Saloon at 119 E 2; Chas E. Adams tinsmith for Lane & Sexton; Belle Adams ironer for Dalles Laundry; D.C. Adams wrapper for Dalles Laundry; Edwin G. Adams machinist for Dalles Iron Works (now prop. Central Machine & Welding Works); John Adams 304 E 7; Wm. C. Adams bookkeeper for Dalles Laundry; Fred Aems laborer; Peter J. Agidius manager for Dalles Creamery; Clifton Aiken student; Milton Akin machinist for Wasco Warehouse Milling Co; Myrtle Akin 1005 Alverd; Gasparini Alberto & Chas Ross restaurant at 703 E 2; Alice Alexander 800 Elm; Chas Alexander carpenter 111 E 9; Gus Alexander RR yardmaster; Harriett Alexander teacher at Academy Park; Reed Alexander student; Chas Allen saloon 122 1st; Gladys Allen clerk for A.A. Light; Glenn Allen deputy sheriff; Lucy Allen widow Andrew (mother Glenn); Mernie Allen clerk for Sumner Smith; Owen K. Allen clerk for J.H. Worsley; Robert Allen with R.H. Weber; Wayne Allen electrician; Sarah Allphin widow Wm; Elsie Alt domestic; American Express Co. Ed Kurtz, agent; Joseph Amora shoemaker; Chas Amstary RR switchman; A. Anderson; Chas Anderson clerk for E.C. Pease; Chas L. Anderson plumber; Chris Anderson bartender for S.S. Greenhalgh; Etta Anderson student; George Anderson laborer for Warren Construction Co. (paving streets); Hal Anderson, Thomp. Addn; Harry Anderson student; Dr. James E. Anderson osteopath at 319 E 2; John L. Anderson Civil War veteran orchardist and carpenter of Thomp. Addn; Martin Anderson porter for White House saloon; A. Andrews RR conductor; Susan Angell widow Thomas; Adam Angele laborer with Warren Con. Co; Frank Angle county clerk; Ebel Anthony RR messenger; Harry Anton Pacific Tel. wire chief; Apostolic Rescue Mission on 1; Harry Arisi & Nick Arisi 1018 W 9; Louis Arneson reciever U.S. Land Office 810 Court; Earl Arnold carpenter 412 W 10; Ernest Arnspiegel brewer; Eva Arnold; George Arnold carpenter 318 W 10; Stanfield Arnold civil engineer; Wilbert Atkinson prop. Cosmopolitan Hotel on 1st; E.J. Attwoods; Henrietta Atwater widow Joseph; Harry Auld RR dispatcher; Amos Avery physician, 408 Clay.

B

Sylvester Babcock clerk; Mary Backus & Ray Backus RR fireman; Bert J. Bagley dairy 1822 Jackson; Florence Bagley widow Thomas; Dennis Bagoleos laborer for Warren Con. Co; Andrew Bailes laborer; the Bailey Gatzert steamer; Dan Baker saloon 700 E 2; Ed Baker; Eva Baker cashier for E.C. Pease; Francis Baker lab; Frank Baker driver for Ward & Robertson; George Baker jeweler; John Baker; Joe Baker cement contractor; Maie Baker; Pearl Baker; Robert Baker cement man; Lulu Baldwin maid at Umatilla House;

Ed Ball greaser at 106 2nd; Myrtle Ball domestic; Wm.H. Ball RR supt; James Bannon RR wiper; Geddes Banta plumber of Thomp. Addn; Vernon Banta clerk for G.C. Banta; Matt Barber box maker; Wm. Barber; Joe Barboe saloon at 110 E 1; Henry Barnes teamster; Archie Barnett with R.D. Maxon; Barbara Barnett widow George; Deloss Barnett laborer; George Barnett laborer; John E Barnett 500 Alvord; Myrtle Barnett, Stella Barnett & Walter Barnett 1411 E; Geo. Barry RR tel. op; John Bartholdi stonemason; H. Bartholomew labor with Warren Con.Co; Frank Bateson 1800 Jackson; Claude E. Baty washer for Dalles Laundry; John Baty; Johanna Bauer widow Jacob; Venz Bauer auto livery; Wm. Bauerle cooper for brewery; Rebecca Bayard widow C.E; Fred W. Bayley department manager for E.C. Pease; Emery Beach orchardist of Thomp.Addn; Arthur Beal yardman for VanDellen; J. Beasley RR conductor; Belle Beattie clerk for D.D. Wilder; John Beattie warehouseman for M.A. Moody; George Becher furniture repairman for Prinz & Nitschke; Edwin S. Beck & T.P. Welch 2nd Hand store at 419 E 2; Fred Behrens barber with Carr & Swift; Loeta Behrens dressmaker; Elizabeth Belat widow John(Emma & Margaret)201 W 7; Bert Belieu barber; Harold Bell carpenter; W.A. Bell lawyer in Vogt Block; Addison Bennett & Henry Cue owners of Optimist; Alfred S. Bennett & Nick Sinnott attorneys Vogt Block;(Anita Bennett & Crystal Bennett daughters A.S.); Frank Bennett well driller; Fred Bennett harnessmaker for Victor Marden; Chas Benson laborer; Frank Benson driver for Ward & Robertson; Joe Bentfield driver for Ward & Robertson stables; Ira Bentley, gardner; Earl Berlin baggageman at Hotel Dalles; Emery Berry RR wiper; George Berry; John Berry florist at Tackman Greenhouses 1515 Elm; Maggie Berry widow J.C; Hilbert S. Berryman auditor for Great Southern Railroad; Scipion Henry Bertrand American Express clerk(now newsstand operator at post office); John T Bethel; Albert Bettingen prop. Optimo Cigar store; Allen Betts farmer; C.B. Betts Auto Co. 219 E 2nd operators of stage to Dufur; Cora Betts stenographer for Betts Auto Co; Earl Betts chauffeur for Betts Auto Stage Line(Floyd, Fred, Glenn & Mildred Betts, 700 Lincoln); John Betts orchardist Thomp. Addn; Harry Betz; Tom Biamundo cement worker for Warren Con.Co; John Biggerstaff & J.L. Floyd saloon at 624 2nd; Ed & Roger Birgfeld 120 W 9; Prof. Wm. Birgfeld music teacher and orchestra leader 120 W 9; Coley Birnont waiter at Farmers' Hotel; Irene Blake teacher at St. Marys; George C. Blakeley druggist at 313 E 2; Jesse W. Blakeney driver for Walther-Williams Hardware Co. 406 E 2nd; Jessie F. Blakeley student (now owner Jessie's Flower Shop); Frank Blaker manager Acme Real Estate office; Mrs.Callis Blanchette ironer at Dalles Laundry; Ida Blanchette mangler at Dalles Laundry; Mary Blank; Bertha Blaser clerk for Henry Herbring; John Blaser wagonmaker 314 Monroe; Walter Blaser clerk for C.S. Knight; Hans Blaser machinist at Dalles Iron Works; Fred Blenn RR fireman; Ray Bliss; Harry Blood with Louis Comini; Paul Bodenmuller RR signalman; A.N. Bohn printer at 305½ E 2; Chas L. Bohn clerk for Rice & McCoy(now Maier & Krier); C.W. Bolin carpenter; Jake Bolin carpenter; Arden Bolton student; Dean D. Bolton saddlemaker for Dalles Saddlery; D. Lee Bolton farmer; Herbert Simeon Bolton clerk for Dalles Abstract Co; Guy Bolton student; Florine Bonn, Grover Bonn & Margaret Bonn widow John, 805 Case; A.A. Bonney; Chas. A. Borders asst.supt. Dalles Water Com; Dora Borders widow Mahlon; Eleazar Bostwick fruits at 108 2nd; Guy Bostwick driver of Hotel Dalles bus; Harvey Bostwick mens' furnishings at 210½ E 2; Lydia Bottenmiller matron at Dalles Hospital; Rev. Merrell Boulton Lutheran pastor; Ed Bove; Dan Bowers laborer; Oliver Bowers peamster for brewery; John Boyd horse trader; Lucille Boyd student; Richard Boyd; Leo T Boyle city engineer; Clinton R. Bradshaw; Judge Wm. L. Bradshaw 414 Washington; S.H. Brainard; G. M. Braley; John C. Branch RR car acct; H. Bree brewer; C.J. Bright lawyer at 305 E 2; Jacob Brill dry goods 421 2nd; Mary K. Britten rooms at 111 W 2; Fred Broese brewmaster at brewery; Delia Brogan; Joe Brogan laborer; Chas Bronaugh, Tom Bronaugh orchardists Thomp. Addn; Rev. Alphons Bronsgeest rector St. Peters Catholic church; Frank Brooke, John Brooke & Lawrence Brooke 421 W 15; John J. Brookhouse farmer; Wm. Brookhouse; Alma Brooks & Buluah Brooks 220 E 9; Millard Brooks boxmaker; Roscoe Brooks buyer for Dalles Dressed Meat Co; Samuel L. Brooks retired; Sylvester R. Brooks manager Dalles Dressed Meat Co.300 # 3rd; Ada Brown; Alice Brown; Anna Brown widow Patrick; Archibald Brown; Ben Brown carpenter; Dave Brown farmer; Delia Brown; Frank Brown & Frank Heater saloon at 106 1st; George Brown carpenter; George Brown, engineer for Jackson Engine Co; Harry Brown laborer; Jerome Brown shoemaker at 9 & Union(also carpenter, blacksmith, jeweler and Civil War veteran); John Brown laborer; Willis Brown stockman; W.R. Brown; W.W. Brown; Chas H. Browne with Dalles Box & Lumber; Henry Brune; John P. Bryant & H.H. Fletcher saloon at 414 E 2; Sylvia Bryant stenographer; August Buchler breweryman; C. Elzear Buckley; Wm. Buckley RR conductor; Ralph Budd chief engineer for Oregon Trunk railroad, residence 920 Bluff(12)(now Pres. of Great Northern Railroad); Daniel F. Bulley & W.J. Harriman saloon at 822 E 2; Clara Bunn clerk for Henry Herbring; George Bunn farmer at 19 & Mt.Hood; George Bunn clerk for A.E. Lake clothing store at 220 2nd(now real estate broker of Wishram, Wash.); John E. Bunn(became carrier R.F.D.2); Mary Bunn student; Ray Bunnell; James Burbank; Carl Burchtorf 717 W 6; Charles T. Burchtorf machinist for Walther-Williams Hardware, res.717 W 6; Edward Burchtorf butcher for Dalles Dressed Meat Co; Fred H. Burchtorf carpenter; John Burdette fireman for Warren Con.Co; Wm.G. Burdette foreman for Warren Con. Co; Thomas Burgess; Charles N. Burget undertaker for Crandalls; Roy Burget warehouseman for M.A. Moody; Lute Burham bartender for Adams & Porter; Joe Burke bartender at White House saloon; Nellie Burkhart clerk at Oregon Bakery; James Burlingame & Lewis Burlingame 1401 I; Oscar Burnett; Patton Burnett stenographer for Porter Bros; John H. Burton cigars at 111 E 2; Henry Butts laborer; Minnie Butts operator for Seufert & Condon Tel. Co; Robert I. Butts.

C.

Eugene Cahill lineman; George Cain chauffeur; Ira D. Calbreath wood sawyer; Thomas W. Calbreath engineer for Dalles Laundry; Frank Callahan & Mike Callahan 815 Alvord; Calvary Baptist Church Rev. G.S. Clevenger pastor; Elizabeth J. Campbell nurse; John A. Campbell & J.C. Harris building contractors; Rex Campbell student; Roy T. Campbell surveyor; Sarah Campbell widow W.E; W.A.(Burt)Campbell taxidermist of Thomp. Addn; James Capolo laborer; Henry Carberry waiter for C.N. Sargent; S.E. Cardiman; John Caray engineer; Emma Carlisle widow A.C; Arthur Carlson carpenter; Charles Carlson carpenter; Frank Carlson orchardist of Thomp. Addn; Gus Carlson with Ward & Robertson; Gus Carlson cement worker;

James Carlson prop Star Lodging House 523 E 2; John Carlson bartender for Peterson & Olson; Oscar Carlson bartender for Swanson Brother's saloon; Fred L. Carman carpenter; Isaac Carman laborer; Carnegie Library (Dalles Public Library); Frank Carr RR shops; S.V. Carr & A.J. Swift barbers at 205 E 2; Charles Carroll millwright for Wasco Mill; Fred Carroll miller for Wasco Mill; Ed Carter fireman on RR; George Carter; Morris Carter; Eliza Cary prop. Cary Hotel 604 E 2; John Cary 2nd Hand store 604 E 2; Wm.E. Case chiropractor 514 1/2 E 2; Joe Casey laborer for Warren Con.Co; Casino Theatre Lew Cullins prop. 312 E 2 (showed first movies in Dalles); Edith Castle waiter for Obarr Hotel; Geo. Catchicos laborer for Warren Con.Co; Albert Cates clerk for Oregon Trunk RR; Daniel L. Cates; Harold D. Cates clerk for Walther-Williams; Ruth Cates; Alexander Cathcart & James W. Cathcart draymen at 208 Jeff; Catholic Cemetery on Brickyard Road; Fred Cadeberger laborer; Central Oregon Auto Stage Line, R.J. Gorman agent 208 E 2; John Chadwick laborer; Jim Chalmers blacksmith for F.S. Gunning; W.M. Chamberlain; John I. Chambers bookkeeper for E.O. Brewery; Joseph T. Chandler R.F.D. 1 carrier at post office; John R. Chaney RR freight house; Florence Chapin teacher at East Hill school; Myrtle Chapin dressmaker; Chapman Rooms & Block 214 1/2 E 2; Zenas M. Chase clerk for M.Z. Donnell; Cherry City Grocery Co. M. Avery Longmire mgr. at 312 Washington; Chesebro Investment Co. George Chesebro, pres., E.C. Chesebro V.P. & Treas., C.R. Ellis, secretary, Real Estate & Insurance business 310 1/2 E 2; Chew Kee Co. Chinese goods at 214 E 1; Frank M. Childers planer man for Columbia Lumber Co. 410 E 3; Paul Childers law clerk for Frank Menefee; Alex Childs warehouseman for Lane & Sexton; George Childs clerk for Lane & Sexton; Mary Childs stenographer for Pacific Tel.Co; Myrtle Childs student; Clarence Chipman waiter for George Fitzgerald; Harry Chipman supt. for Warren Con.Co; Eugene Christman with Dalles Dressed Meat Co; Fred Chrisman driver for Milne Bros; Levi Christman sheriff; Adolph Christen, blacksmith; Fred Christen 1014 Lincoln; Lydia Christen widow John; Paul Christen plumber for Lane & Sexton; Andrew Christensen tailor for J.S. Jensen; Dessie Christian chief op. for Pacific Tel.Co.; W.H. Christians; Chronicle Pub.Co. A.S. Macallister, pres. J.C. Hostetler, sec. H.G. Miller, manager at 317 E 2; Wm. C. Circle; John F. Circle blacksmith for Lane & Sexton; Nellie & Vincent Circle 110 W 8; City Hall 313 Court; City Park 6 & Union; Fred W. Clarke & George F. Newhouse Jewelry Co. 320 2; Nathaniel K. Clarke manager Hotel Dalles; Wm.C. Clay RR wiper; James Clem teamster; Everett Clement bartender for E.A. Gerichten saloon at 601 2; Rev. G.S. Clevenger pastor of Baptist church; John Clifford RR wiper; Cora Clock milliner; Frank Clock RR conductor; Mildred Clock; Ora Clodfelter bartender for C.R. Twineham's saloon 403 2nd; Harry Clough machinist at 519 2; Club Saloon 310 E 2, Tom Kelley prop; John Cluff; Raezola Cluff nurse; Tom Cochrane laborer; Elizabeth Cockel widow Elijah; Chris Coe waiter for Bob Lynam; Alexander Coffey cook at Obarr Hotel; Ellen Coffey (Mrs. Edw. Seufert 303 E 10) student; Tecumseh S. Coffey harness maker for Dalles Saddlery; C.L. Coffman; Grover C. Coffman The Dalles Box & Lumber Co; Tom Coffman laborer; Bennie Cohen student; Hiram C. Cohen clerk for Philip Perlman; Joseph Cohen mens' clothing store at 410 E 2; Julius Cohen clerk for Joseph Cohen; Simon Cohen clerk for Joseph Cohen; Albert Colburn clerk for Oregon Trunk RR; Nick Colcasi laborer for Warren Con. Co; Giles Coleman weigher at Wasco Mill; Henry Coleman marble cutter for Frank Watts at 510 E 2; Chas Coler laborer for R.H. Weber nursery in Fair View Orchards; Alma Collard widow Albert bookkeeper for Diamond Mill; Lillian Collier milliner for Mrs. V.D. Seibert at 218 E 2; Tom Collins' bartender for Dan McCarty saloon at 120 E 2; Columbia Hotel 100 E 1 I.H. Miller manager; Columbia Lumber Co. Hens Hansen prop. building supplies at 410 E 3; COMINI-John & Angela, Louis & Marie; Condon Apartments 3 & Washington Mrs. C.L. Condon prop; J. Wm. Condon manager of Seufert & Condon Telephone Co. res. 512 Union; Mary Condon widow J.B; Grace & Sarah Conkling 1415 Union; Darwin Connelly foreman for Warren Con. Co; Tom Conner foreman for Warren Con. Co; Ray Conradt RR fireman; Ernest Conradt RR shopman; Ralph Conradt RR wiper; Chas. Conrow clerk for E.C. Pease; Joe Conrow; Chas Converse clerk for Porter Bros; Ada Cook ironer for Dalles Laundry; Effie Cook; Osmer Cook; Wm.M. Cook clerk for Walther-Williams; W.W. Cook; Joannah Coon widow Dan; Daniel J. Cooper retired Civil War veteran farmer of Fairbanks sold real estate at 700 Case; Otis Cooper; J.J. Cormon; Chas E. Corson candy maker for Oregon Bakery; Clare Corson warehouseman for Diamond Mill; Wm. A. & Etta Coryea 1315 B; Cosmopolitan Hotel at 1 & Washington Wilbert Atkinson prop; Frank Cotty barber for F.H. Hahn 204 E 2; Courthouse 3 & Union; John Coy orchardist Thomp. Addn; Chas Craig; Frank Craig; Alfred Cramer; Henry Cramer and F. Wm. Cramer cigar manufacturers at 201 E 2; Earnest Cramer clerk for I.C. Nickelsen; Johanna Cramer widow Frederick; Louise Cramer dressmaker; Selma Cramer clerk for Pacific Telephone Co. (a job she still-1953-holds); James Cramlet laborer; C.J. Crandall architect for Courthouse and prop. of Crandall Undertaking Co. at 213 Union (now Callaways at 311 Union); Annie Crane operator for Pacific Tel. & Tel. Co; Henry Crane student; Susan Crane widow Orville; John B. Crate policeman; Joe Crate city policeman; Hattie Crawford high school teacher; Wm.A. Crawford barber; Edith Creighton clerk for J.C. Brill; Frank Creighton electrician for Wasco Mill; Crescent Rooms 514 1/2 E 2; Wm.L. Crichton agent for D.P.A.N. boat Co; George Criger & L.B. Kelley livery stable at 505 E 2; Pearl Criger waiter for George Fitzgerald; Joe Crilly RR roadmaster; Ernest Crockett cook; Hazelton Crofton clerk at Umatilla House; Thomas N. Crofton owner of Umatilla House; Archibald E. Crosby druggist at 318 2; Georgia Cross student; Harvey Cross lawyer; James H. Cross grocer at 101 E 3rd; Stella Cross student; Wm.J. Cross; Emily Crossen music teacher at 201 W 3; James B. Crossen supt. Dalles Water works; Ralph Crow watchmaker for Dave Linquist; Virgie Crow nurse; Ora Crowe clerk for Walther-Williams; Henry Cue with The Dalles Optimist; Walter Cue; Lew Collins prop. Casino theatre; Lloyd Cullins stage manager at Casino; C.J. Cummings manager A.M. Williams; Everett Cummings student; Michael L. Curran saloon at 101 E 2; John B. Current sheet metal man; John B. Current clerk; Topsy Curtis; Carl V. Curtis clerk; Ernest L. Curtiss farmer; John W. Curtiss clerk for Bayard grocery at 814 Union; Paul Curtiss clerk for the Bayard grocery at 814 Union; Mary Cushing widow Milo N. Cushing residence 423 W 3.

The student will note quite a change in names of Dalles residents since 1898; yet in 1953 only a mere handful of these families are still among our pioneers.

D

Daniel Daffron was a Civil War veteran at 20 & Mt. Hood (had sons Dan, Tom & James); John R Daffron and Bert Miller operated a saloon at 101 2nd; Chas Dahlinger; Monroe Dailey porter for Frank Goff; Dalles Abstract Co. was operated by A.E. Lake & Simeon Bolton; Dalles Box & Lumber Co. was owned by C.H. Browne, G.R. Sellinger & Ed Kurtz at 192 Jefferson; Dalles Business Mens' Association was headed by Ed Kurtz president & Judd Fish, secretary; Dalles City steamer operated by D.P.A.N.Co; Dalles Athletic Club at 205 Washington was run by Henry Smith; Dalles Creamery was headed by J.T. Rorick and managed by Peter Agidius at 308 Union; Dalles Chronicle was at 317 E 2; Dalles Dressed Meat Co. at 300 E 3 was headed by S.R. Brooks pres. and A.S. Roberts, secretary; Dalles Fire Department had Ed Kurtz as chief; Dalles Fruit Co. was managed by Ed Kurtz with Geo. Ress, sec. James Finley VP and P.M. French, treas. at 209 Laughlin; Dalles Fruit Growers Assn. was managed by Jerry M. Patterson at 412 E 2, another Civil War veteran; Dalles Hospital was operated by Drs. Reuter & Ferguson with Lydia Bottemiller matron; Dalles Iron Works was operated by J.B. Kirk; Dalles Laundry by A.S. MacAllister at 402 E 3; Dalles Optimist at 313 Washington was published by Addison Bennett and Henry Cue; Dalles Park Association was headed by E.C. Pease with Frank Sexton, sec. and Martin Donnell, treas; D.P.A.N.Co. boat line was operated at 201 First with W.L. Crichton agent; Dalles Public Library had Elizabeth Stevens, librarian; Dalles Saddlery at 718 2nd was owned by W.C. Barzee and F.T. Mullikin; Dalles Soda Works at 610 2nd was run by John Rose; Dalles & Dufur Auto Stage Line at 205 First was operated by Betts Auto Co; Dalles & Rockland Ferry was in charge of Capt. A.J. Price of the old steamer Western Queen; Maggie Dalrymple; Wm.A. Dalrymple RR conductor; Ethel Dano was a composer on Optimist; Florenz Dano was a linotype operator on the Chronicle; George Darch; Eva Darling at 1 & Union; Arnold Dashney was a drawman; Florence Dashney; Joseph Dashney carpenter; Julia Dashney; Alice Devenport; Frank Davidson cook at Hotel Dalles; Wm.L. Davidson carpenter; B.L. Davis with Wasco Mill; Chas Davis bartender for Fletcher & Bryant; Daniel O. Davis was a retired farmer of Thomp. Addn; Dolly Davis was stenographer for the assessor; Edward Davis laborer; Emeline Davis widow of Silas Wm. operator of Dalles to Wapinitia Stage Line 1885-1898; Frank Davis RR brakeman; Silas N. Davis carpenter of Thomp. Addn; Hattie Davis, daughter Silas N. (in 1953 is oldest resident of Thompson Addition); Ida M. Davis; James A. Davis deputy assessor; Lafayette Davis 1123 I (has lived there since 1894); Maggie Davis stenographer for John Gavin (now operates Log Cabin Rug Looms at 319 W 9 and is daughter of Lafayette Davis); Otis Davis waiter for George Fitzgerald; Percy B. Davis was city recorder; Roscoe C. Davis clerk; Sam H. Davis manager Deschutes Cash Store at 922 Jackson; Vernon L. Davis electrician for Wasco Mill; Wm. Davis harnessmaker for Victor Marden; Wm. W. Davis bartender for Joseph Barbo's saloon at 110 First; Ella Dawson widow Clarence; Emma Dawson clerk for A.M. Williams; Leon E. Dawson electrician for Wasco Mill; Nova Dawson bookkeeper for French & Co; John P. Deardorff trucker at Wasco Mill; George DeBois farmer; June DeBois; Deschutes Cash Store 113 E 2 Sam Davis manager; Mary Decker widow Gabriel; Chas Deckert laborer; James Deffner gardner for Stadelman; Eugene DeHaven; John DeHaven; Lucile DeHaven; Peter DeHuff RR shop foreman; James Dellinger painter; T.T. Demers with Porter Bros. contractors; Wm. Demmitt laborer; Henry Dempsey barber for W.R. Rainey; Lillian Denton photographer for C.Y. Lamb; Tom Denton laborer; Henry Derthick; Albert Desart manager United Wireless Telegraph Co; Gladys Desmond; John Detjen & Winnie Detjen; Louis DeWitt engineer with Porter Bros; Wm.G. Dexter; Diamond Mills 708 E 2 (James Snipes mgr.); Michael Dichtenmuller; J.W. Dickerson; Florence Dierks ironer at Dalles Laundry; Herman Dirks; F.H. Deitzel; Albert Dillinger; John Dillinger; Alice Dillon; George Dillon; Maude Dillon; Mary Disbrow; Dr. Osmun D. Doane physician; John R. Docherty carpet layer for Prinz & Nitschke; Dock Sing Wing Kee Chinese goods at 216 First; Luther Dodge with Walther-Williams; Peter Dohm clerk for C.J. Stubling; Catherine Donavon widow John; Rose Donavon; Camilla Donnell widow Zelek; Martin Z. Donnell druggist at 308 E 2; Shirley Dorsey teacher at Court St.; Ella Douglas waiter at Obarr; Guy Douthit student; J.A. Douthit real estate and Justice of the peace; Winifred Douthit student; A.J. Dowd barber at Hotel Dalles; Chas D. Doyle farmer; Dolly Doyle; Tom Doyle farmer; Frank Driver real estate at 214 W 11; Marion Driver; Ed Drum; Margaret Duffy teacher at St. Marys; L.H. DuGas harnessmaker at Dalles Saddlery; Grace DuMar vocalist at the Casino; Hazel Dunahoo; Jim Dunahoo grocer at 922 Elm; W. Duncomb clerk for E.C. Pease; Art Duniway carpenter; George Duniway; Albert Dunn painter; Harley Dunn farmer; Henry Dunn's saloon at 701 E 2; Tom Dunsmore insurance at 214 1/2 E 2; Sydney Dupraz; Cliff Dupuis printer on Chronicle; Anton Dworschak RR car repairman; Barbara Dworschak nurse at Dalles Hospital; Emma Dworschak clerk for E.C. Pease; Roger Dworschak RR shop laborer; John and Anna Dyball 1211 Pine; Joe Dyball lineman for Seufert & Condon; Tom Dyball driver for Hotel Dalles bus.

E

Ed Earl Laborer; Eastern Oregon Brewing Co. A. Keller pres. 908 E 2; Morton Eastwood undertaker; Maggie Eaton & Mary Eaton 1113 G; Maude Eaton & Nathan Eaton 1217 Pine; Albert Eben breweryman; E.G. Eckley laborer; Bessie Eddon bookkeeper for Walther-Williams; Maude Eddon clerk of School Dis. 12; Retta Eddon cashier for A.M. Williams; H.H. Edgecumbe printer on Chronicle; A.E. Edinger clerk for Porter Bros; Florence Edmunds nurse; Harold Edmunds clerk for French & Co; Frank Egan; Clem Egbert sexton at 100F cemetery; Grace Egbert teacher; Joe Egbert; Leola Egbert student; Orion Egbert student; Ed Eister cement worker; Emma Elkins tel. operator; James Ellard; Blanche Ellett; Clarence R. Ellis with Chesbro Investment Co; Luke Ellis; Eunice Elton clerk for E.C. Pease; James A. Elton carpenter; John W. Elton carpenter; Olive Elton clerk; Hanna Emerson nurse; Roy Emerson trucker for Wasco Mill; Cora Engle; J.J. Eoff RR hostler; Fred Erickson & Nels Erickson farmers at 822 W 18; Oscar Erickson bartender; A.S. Esson dentist; Henry Estes gardner; Inez Estes telephone operator; European Hotel 305 Union; Levina Evans; Wm. T. Evans clerk in U.S. land office; Frank Everett carpenter; Mary Everett widow Jerome; Ross Everett bartender at Umatilla House; Arthur G. Ewbank bartender for Dan Baker's saloon at 700 E 2nd.

F

Charles Fagan orchardist Thomp. Addn; Edw. Fagan bartender for Mike Curran's saloon; Frank Fagan teacher; Hugh Fagan post office clerk; Peter C. Fagan farmer (father Hugh); W. Guy Fagan post office carrier (son Peter); Anna L. Falmer domestic; Augusta Falmer widow John; Ida Falmer nurse (also in WWI); Louis C. Falmer (WWI veteran son of Augusta-brother Ida); James Fansher laborer; Mary Fansher widow Wm; Stephen Fansher shepherd; Hugh Farmer real estate 117 E 2; Irene Farmer; Verne Farmer; Farmers Hotel 608½ E 2 Mrs. F.B. Steele prop; Leo Farrar cook at Wasco Hotel; Wm. Fellman; Alvia Ferguson; Dr. Belle C. Ferguson at Dalles Hospital; Dr. Elmer E. Ferguson at Dalles Hospital; Frank Ferguson laborer; James Ferguson expressman; James Ferguson Jr; John Ferguson machinist at Wasco Mill; John H. Fields laborer; James Fine clerk for Philip Perlman; James Fisk surveyor; First Christian church 9 & Court Rev. N.A. Stull pastor; First Church of Christ Scientist 7 & Case Mrs. C.M. Grimes reader; First Congregational church 5 & Court Rev. D.V. Poling pastor; First Methodist church 5 & Washington Rev. M.T. Wire pastor; First National Bank 401 E 2 John S. Schenck president, E.M. Williams VP, Max A. Vogt cashier; Judd S. Fish secretary Dalles Business Mens' Association; Dan Fisher laborer; Dan E. Fisher carpenter; George Fisher saddlemaker for Victor Marden; George C. Fisher laborer for Warren Con. Co; Hazel Fisher 604½ E 2; Jessie L. Fisher; John Fisher saddle maker; John B. Fisher 108 W 8; Mae Fisher ironer at Dalles Laundry; Valentine Fisher teamster; Elizabeth Fisher operator for Seuffer & Condon Tel. Co; George Fitzgerald owner of New York restaurant at 115 E 2; John J. Fitzgerald jailor (father George); May C. Fitzgerald operator for Seuffert-Condon Tel. Co; Wm. Fitzgerald RR messenger boy (son John); Davis Flammer cooper at brewery; Roy Fleck packer at Wasco Mill; Peter Fleck orchardist; James Fleming clerk at Cherry City Grocery; Marie and Grace Fleming students daughters James; Henry H. Fletcher & J.P. Bryant saloon at 414 E 2; Anna Flinn and Margaret Flinn at 118 W 10; Wm. R. Flinn & W.S. Wallace painters at 311 E 3; Frank Flook RR switchman; Jacob Floren RR engineer; Jasper Floyd & John Biggerstaff saloon at 624 E 2; James Flynn RR section foreman; John Forbes farmer; Henry M. Ford painter; Martin M. Ford with brewery; John Foresman bartender; Fort Dalles Historical Building 500 W 15; Anthony Foster; Leonard Foster RR car inspector; Lora E. Foster dressmaker; Lora M. Foster teacher at high school; Lottie Foster widow Lendell; Roy Foster teamster; Zeph Foster; John Foster janitor at St. Marys; Chas. A. Fox janitor at Court St. school; George B. Fox contractor; Leslie B. Fox carpenter; Luther B. Fox dpty. co. clerk; Walter F. Fox laborer; Charles Fraley harnessmaker for Victor Marden; Estella Fraley, May Fraley & Nannie Fraley daughters Chas. of 922 W 9; Cordelia Francis widow Richard; Sarah Francisco widow Isaac; Chas. M. & Rudolph Frank saloonmen at 215 E 2 (The Horn); George Frank carpenter; John Frank contractor; Wm. Frank RR wiper; J. Edw. Frantz cement contractor; Chris Frantzen; John Franz clerk at Hotel Dalles (for 30 years); Hugh Fraser & Mrs. Hugh Fraser props. European Hotel at 305 Union; John Fraties; Wm. Fredden clerk for L. Marden; John Fredreksen RR laborer; John Freeman; French Block 304 Washington; Constance French 411 Court; Daniel M. French deceased; Edward H. French president French & Co. bank 515 Liberty; Frank A. French prop. New York Cash store res. 412 Union; Joshua French deceased (Laura E. widow) at 403 Court; Paul M. French Viva-Pres. French & Co. 1011 Federal; Richard French post office cler; Samantha French widow Daniel at 411 Court; Smith French trustee of D.M. French estate 412 Union; Vivian H. French sec. French & Co. at 403 Court; Chas. E. Friedly; Louis S. Fritz deputy state game warden; Mary Fritz; C.H. Frost; John Fry; Marguerite Fuhrman; Leta Fuller; Lynn Fuller; Harry Furch lineman for Pacific Tel. & Tel. Co.

G

John Galbreath RR checker; Zetta Galbreath with Dalles Hospital; H.W. & Nettle Gamble; Alfred Ganger laborer 614 W 8; Frank Garcoo cement man with Warren Con. Co; Fred Garner RR trucker; Ben, Clarence & Iva Garrett 310 E 13; Mae & Opal Garrett 520 W 13; Daisy Garrison milliner; Godfrey & Emma Gasser with brewery; Avis, Dolly & Ervin Gaunt clerk for E.C. Pease; Celia Gavin student 1109 Union; John Gavin lawyer at 310 Union 7 school official of 1109 Union; Nellie & Wm. Gay 800 E 3; John Geiger 1508 Elm; Joseph Geiger Thomp. Addn; Elizabeth George; Earnest Gerichten saloon at 601 E 2; Wm. H. Gerrard bookkeeper for E.C. Pease; Ivan Gibbons with Warren Con. Co; Ralph Gibbons city policeman; Ruth Gibbons clerk at E.C. Pease Co; Sarah Gibbons widow R.F.; Charles A. Gibson Mill creek farmer; Emma Gibson nurse; Harry Gibson plasterer; Irving Gibson carpenter; John A. Gibson laborer; Lillie Gibson; Maggie Gibson dau. Charlie; John R. Gibson RR carpenter; Wm. S. Gibson carpenter; Lottie Gifford waiter Hotel Dalles; Wm. Gifford steward Hotel Dalles; Emaline Gilhousen 518 Fulton; Ernest Gilhousen with Dalles Laundry; Wm. E. Gilhousen with Wasco Mill; Daniel P. Gilliam stenographer with O.T. RR; Sarah Gillam widow Porter; Robert Gilmore ferry deckhand; Tom Gilmore laundryman at Umatilla House; Claudia & Lora Gilpin 1004 Federal; Hector Gingras barber for F.H. Hahn; Cynthia & Herman Glasius 314 W 9; Bertha, Hattie & Hugh Glenn paint store at 315 Washington; Peter Glenn bartender for Al Nelson's saloon at 207 E 2; Chas. M. Glover orchardist in Thomp. Addn; Geo. Glover RR car repairman; Herman Goellner & Wm. Goellner 301 W 4; Frank Goff barber 303½ E 2; Clinton, John & Maurice Goit 1015 Jackson; M.C. Golden with Warren Con. Co; Dr. Arthur Golder optometrist in Vogt Bldg; Robert Good clerk in 1st Natl. Bank; Edna Goodspeed nurse; Edw. C. Goodwin; Claude & Frances Gordion expressman 1201 Lincoln; Ima & Susan Gordion at 1207 Lincoln; Charlotte Gordion ironer at Dalles Laundry; Wm. E. Gordion laborer; Jason Gorham 415 W 17; Ward Gorham trucker at Wasco Mill 415 W 17; Patrick Gorman; Richard Gorman real estate at 208 E 2; Henry & Lena Gosch 900 Court; Geo. Gosser; Arthur Gosting 122 W 3; Bessie Gourlay widow Hugh; Emil & Karl Grabner RR shops; Caroline & Louisa Graham 218 W 11; Grand Theatre 217 E 2 F.A. Laay manager; Amy Granget widow Phillip; Tony Grass brewer; Frankie Graves 222 E 13; O.O. Graves with R.H. Weber; Chas. Gray; Harley Gray; John Gray teamster; Isabella Gray widow Alexander; Martha B. Gray widow Yancoy; Mary Gray with J.S. Jensen tailor; Great Northern Furniture store at 415 E 2; Great Southern railroad 1005 E 2; Ernest Green trucker for Wasco Mill; Mamie Green student; Otto Green packer for Wasco Mill; Wm. H. Green; Harry E. Greene & James W. Huntington Insurance at 300 E 2; Stephen Greenhalgh saloon at 111 E 1; Edw. A. & Tracy Griffin 318 W 12; John Griffith Thomp. Addn; Maggie Griffith; M.C. Grimes 527 Alvord; Ralph Grimm; Wm. H. Groat miller at Diamond Mills; Allie Groat nurse; George Groble Dept. Mgr. for E.C. Pease; Carl Groehler RR cashier; Emma Groehler clerk for Wm. Groehler's Bakery at 416 E 2; E.J. Groves

RR car repairman; Mary Groundwater wid. John; Christine Grubb wid. Harry; Wm. Gue with Warren Con. Co.; Edna & Fred Guinther farmers; Frank S. Gunning blacksmith & wagon shop, wagon sales, supplies, threshers, mowers, county treasurer at 501 E 2; Zoe Gunning bookkeeper for Victor Marden; Wm. R. Gunther clerk for J. H. Worsley; Henry Gutsche shoemaker 314 E 3.

H

Sam Haas barber for J. R. Rees; Ida Habeger & Mary Habeger nurses at Dalles hospital; Wm. O. Hadley real estate at 320 2; Alberta, Arnold & Henry Hagenbucher bakery at 213 Washington; Frank Hahn barber 204 E 2; Jesse Hale carpenter; Arthur Haley bartender for Charlie Allen's saloon; Earnest & Fred Halfpapp RR men at 611 Lincoln; Archie Hall lineman for Seufert & Condon; Frank Hall barber for Frank Goff; Helen Hall; John Hall; Luana Hall wid. Joe; R. G. Hall engineer at brewery; Bertha, Bessie, Glen, Lydia, Hammond at 604 Webster; Martha Hammond wid. Johnson W; Mary Hammond domestic; Kate Hampshire; W. Hampton; Rose Hanan cashier for R. Watanabe at 102½ E 2; Hand Work Laundry 117 E 2; Fred Handford surveyor; Tom Hanford civil engineer; Will Hanger; Anna & Ella Hansen 221 W 7; Fred Hansen foreman with Columbia Lumber Co; Hans Hansen 520 W 15; Hans Hansen lumberman 221 W 7; Harry Hansen cement worker; Peter Hansen; Gus Hansen restaurant 205 E 1; Ganriel Hardison florist with Tackman greenhouse; Joshua Hardy Civil War veteran painter; Clara & Harry Harkness 311 E 5; J. L. Harper carpenter; Jim Harper city marshal; Ray Harper student; George, Henry, James & Jessie Harpham 321 E 13; Chas & Wm. Harriman 1103 Elm; Harry Harris wood buyer; John J. Harris gardner; C. J. Harris; James Harrison bartender for D. F. Bulley's saloon at 822 E 2; John Hartle orchardist in Thomp. Addn; Duane L. Haskins RR switchman, Irene & Theresa Haskins 813 Federal; Joe Hasler lineman; Geo. Havill blacksmith; Frank Hawley with Columbia Lumber Co; Oscar Hawley RR car repairman; Tom Hayden bartender; Maragret Hayes wid. Thomas; Mary Hayes wid. Gabriel; Herman Hayes (colored) porter; Geo. Hayworth; Lewis Hayworth carpenter; Orville Hayworth driver for Ed Ball; Frank Heater saloon at 106 First; Stanley Heckman fireman for brewery; C. G. Hedges contractor; Gladys, Harry, John Heebner 505 Webster; John Heimrich manager Great Southern RR; Andrew, Annie, Helen, Mary & Martin Heinz 1314 Pine; Philip Henchert engineer at Hotel Dalles; Cora, Dora, Fred Hendricks 1122 Pine; Geo. Hendricks piano tuner; Austin & Myrtle Hendricks 1301 Pine; Lenora Hendricks; Otto Hennig sausage maker for Milne Bros; Fred Henricksen cashier for brewery; Lee Hensley carpenter; Emmett Henzie bottler at Soda works; Joseph Henzie laborer; Wm. Henzie sorter for Wasco Mill; Ada M. Herbring stenographer; Carl & Helen Herbring; Henry Herbring clothing merchant 314 E 2; Paul Herbring; Fred Hermes bartender; Joe Heroux clerk for H. Glenn; Minnie Hicks; Ada Hill telephone operator; Claud Hill; Fred Hill bartender for Al Nelson; Fred C. Hill, Grace & Lulu Hill 404 W 12; Pat Hill with Warren Con. Co.; Tom Hill with R. H. Weber (became city mail carrier in 1910); Tom Hill clerk for New York Cash store; Walt Hill clerk for E. C. Pease; Fred Hillert RR freight sheds; Alice & Henry Hillgen 704 Case; James Hinds RR shops; Geo. Hinrich civil engineer; Wm. L. Hinkle; Chas Hitchcock RR machinist; Iva Hixon; Wm. H. Helen & Olive Hobson 202 E 4; George, Jeff & May Hockman 1021 Jackson; Dan & Mike Hootor 1008 Bluff; Al Hoering confectionery 114 E 2; Leonard Hoering; Wm. Hoffman with Dalles Iron Works; Robert Hogue RR tel. op; Agnes & John Holst 1514 Wash; E. W. Holthan; James T. Hood; Robert Hood; Wm. Hood; Harold Hopkins editor Chronicle; Wm. R. Hopkins; Fred Hopper RR fireman; Harry Horrocks chief clerk for O. T. Ry; Edgar Hostetler postmaster; Jesse Hostetler cashier for French & Co. bank residence at Chenoweth Cove Farm; Lulu & Nellie Hostetler 422 Fulton; Hotel Albert 209 E 2 C. H. Logus prop; Hotel Dalles N. K. Clarke manager at 2 & Liberty; Houghton Block 305½ E 2; F. L. Houghton, owner; W. L. Houston carpenter; Dick Howard; Mary Howe music teacher; Nannie Howe wid. Cornelius; Ruth Hubrick tel. op; Helen T. Hudson; Thomas A. Hudson Land Co. 308 Washington; Thomas R. Hudson student; L. H. Higgins & J. J. Van Dellen Lumber Yard 501 E 3; Dave Hughes saddlemaker for H. L. Kuck; Ed Hughes mgr. J. C. Brills; John Hughes chauffeur for Betts Auto Co; Walter Hulery; Wm. Hulls RR car foreman; James, Chas, Hazel, Helen, Hollis, Mary & Walter Huntington 218 E 7; Irene, Harry & Jessie Hutchins 421 W 15; A. & Flora Hutchinson RR trucker; James Huteson RR car inspector; G. Hyre.

I

IOOF Cemetery near city limits on Brickyard road; Alfred Ives 1015 Elm.

J

Lee Jack laundry 110 E 2; E. E. Jackson veterinary surgeon 816 E 2; Louis Jacobs mens furnishings at 523 E 2; Ward Jacob blacksmith at Dalles Iron Works; Wm. Jacobs saddler for Victor Marden; Ernest Jacobsen traveling salesman; Herman Jacobson laborer; Elmer, Jess and Mary James 323 Fulton; Herman Jarrett RR wiper; George & John Jeep 508 Wash; Clara Jeffers widow Wilson; Martha Jeffers nurse 910 Garrison; A. G. Jennings real estate; Peter Jensen with Columbia Lumber; Julius Jensen, merchant tailor at 405 E 2; Frank Jermann barber for A. C. Dowd; Floyd, Frank, Grant, Loye & Ruby Jernigan 904 W 9; Henry, Marinda & Merle Jewell 500 Clay; Chas Johnson waiter for C. N. Sargent; Chas J. Johnson contractor; Chas O. Johnson RR machinist; C. F. Johnson cement worker; Dolly Johnson 115 E 1; Ernest Johnson laborer; Harry L. Johnson surveyor; James C. Johnson farmer; John H. Johnson grader for Warren Con. Co.; J. W. Johnson; Lewis A. Johnson (Civil War veteran father of Roy T. Johnson); Mary C. Johnson; Nellie Johnson; Nettie Johnson; Otto Johnson machinist for Wasco Mill (father Erick Johnson); Roy T. Johnson surveyor; Theresa Johnson; Chas A. Johnson; Chas S. Johnson teamster for brewery; Geo. E. Johnson Thomp. Addn; Geo. W. Johnson; Robert E. Johnson bartender for Al Bettingen; Wm. A. Johnston & R. H. Weber agricultural impliments at 811 E 2; George Joles warfing for D. P. A. N. Co.; Isaac Joles 610 Washington; Elizabeth Jones wid. John; George Jones; Harry L. Jones RR engineer; Hattie Jones wid. Wm; L. Jones an electrician; Al Jordan carpenter; Al Jordan farmer; Alma Jordan seamstress for A. M. Williams; Ernest Jordan RR watchman; Sadie Jordan; Tom Jordan barber for Carr & Swift; Wm. Jordan 815 W 10; Robert B. Joslyn electrician 903 Pine; Wm. T. Jawett laborer (later became the well known Hermit of Jackass Mountain at Legion National conventions); Wm. Joyce laborer.

K

A.K. Kaady; Sam Kakinus lab for Warren Con.Co; T. Kanai baths at 102 E 2; Stephen Kapue lab for Warren Con.Co; Frank Kargl laborer 1701 I; Annie Kargl; Frank Kargl Jr. helper in Eastern Oregon Brewery; George Kasburger driver for Maier & Schanno; John Kasberger RR hostler; John J. Kasburger RR fireman; Nellie Kaufman cashier Pacific Tel & Tel Co; Clare Keeler painter; Albert Keehey driver; Wm.D. Keir cashier for Porter Bros; Albert Keller engineer; Andrew Keller president Eastern Oregon Brewing Co; A.Ad Keller 1014 Court; Bertha Keller prop. Oregon Bakery; Fred Keller bottler for E O brewery; Grover, Julius, Marie Keller 1014 Court; Otto Keller Candy Maker at Oregon Bakery; J.W. Kelley laborer for Warren Con.Co; R.D. Kelley electrician; Warren J. Kelley RR telegraph operator; Edward J. Kelley student; Floyd Kelley 914 Bluff; Geraldine Kelley 419 W 3; Gilbert Kelley 419 W 3; James L. Kelley farmer; Joseph D. Kelley farmer of 628 E 4; J.W. Kelley; Louis B. Kelley 914 Bluff; Louis J. Kelley warehouseman 312 Benton; Raymond F. Kelley cashier at Hotel Dalles of 312 Benton; Thomas Kelley prop Club Saloon, res. 419 W 3; Vincent J. Kelley farmer 320 Clay; Virgil G. Kelley student 312 Benton; Wm.N. Kelley student 320 Clay; Morris Kellogg bartender for Al Bettingen; Wm. Kemp engineer for Warren Con.Co; Chas Kennedy painter; Walter Kennedy plumber; Wm.S. Kennedy dentist; Clara Kerr; D.J. Kerr, O.T.R.R engineer; F.L. Kershner farmer of 523 E 2; Amanda Ketchum 202 W 13; Wm. K. Ketchum stockman; Bessie Kidd waiter at Albert Hotel; Geo Kidder; Chris Kiddo laborer for Warren Con.Co; M.L. Kilbourn plumber; Anna Kinersly, James J. Kinarsly surveyor and Thornbury Kinersly mgr. A.M. Williams, 119 W 9; Tom & Edith King Thomp. Addn; Frank King laborer; Joe King electrician for Wasco Mill; Maude Kirby stenographer for Fred W. Wilson (dau Wm.A. Kirby of 308 E 8); Joseph Kirchhoff plumbing & electric supplies at 405 E 3; Kirk's Garage 720 E 2 (first in The Dalles) James B. Kirk owner and also prop of Dalles Iron Works at same location, and also a Spanish-American War veteran; John Kirn; Frank & Sam Klein 811 Trevitt; Frank, George & Theresa Klint 600 W 12; John, Julius, Tom Klint 823 W 8; Albert Kline farmer; Dan & Joe Knebel truckers at Wasco Mill; Mary Knebel wid Tom; A. Knechtley laborer; Stasia Knecht wid George; Joe Knepper vet. surgeon; Claud S. Knight paints & oils at 520 E 2; K of P hall Vogt Block; John Knoell warehouseman for Great Southern RR; Alfred P & Herbert Knox jewelers at 512 E 2; Clifford Knox with Knox Bros. Jewelry; Joe Koehler 807 Trevitt; Ernest A. Kohl clerk for E.C. Pease; John H. Kohl clerk for G.C. Blakelley; Wm.F. Kohl RR car inspector; Emil Kohler laborer 821 W 6; Dora Kohl nurse at Dalles Hospital; Bertha, Ella, Elton, Maude, Florence, Joel (county assessor) Koontz at 208 W 3; Elijah P. Koontz contractor 421 Webster; John D Koontz saddler for Victor Marden; John Kopp; Bertha, Kate, Paul & Ed Kraft 1015 Trevitt; Frank Kramer 1202 Pine; Lillie Krause; Richard Krause bottler at brewery; George S. Krauss orchardist; Hanna Krauss at 18 & Bridge; Louis Kretzer well driller; Paul Kretzer well driller; H. Krieb brewer at brewery; Oliver R. Krier, dept. mgr. at A.M. Williams; Henry Kripps laborer for Warren Con.Co; Joe Kroenberg RR blacksmith; Ed, Joe & Lewis Kruger 520 W 13; Wm. Kruger carpenter; Frank Krutinger RR conductor; Henry L. Kuck harnessmaker shop owner at 702 E 2; Viola Kuehn telephone op at Hotel Dalles; Fannie Kuhn; S.P. Kuhn laborer Warren Con.Co; Harry Kuntz RR car repairman; Alice, Doris, Laura and Edward Kurtz 204 E 3.

L

Clara Lacey cashier Grand Theatre; Frank Lacy manager Grand Theatre; Herman LaDow painter; O.J. Laing & J.C. McCaughey real estate at 204 E 2; Alvin E. Lake county judge and Men's Clothing store 222 E 2; Frances, James and Charlie Lake 309 W 9; Charles Y Lamb photographer 214 E 2; S.L. Lamb; A.A. Lambert bricklayer; Wm. LaMont; Andrew Lane; Chas H. Lane teamster; Earl E. Lane baggage man for Earl Berlin; Louis L. Lane blacksmith with Frank Sexton in Lane & Sexton's Hardware store 600-607 E 2; Anne, Elizabeth and Mary Lang 115 W 4; Oscar Lang printer on Chronicle (43 years-1953); Don Lanning clerk for E.C. Pease; David LaPlant chauffeur; Eva Larabee cashier Pacific Tel & Tel Co; Mrs. Chas. J. Larsen; Hans Larsen laborer; Louis E. Larsen & Roy Loft meat market at 618 E 2; Ed Larsson electrician at Casino; Wm., Mildred & Kenley Latham 920 W 11; Elizabeth Battimore milliner. Jerome Lauer wheelwright for Matt Schoren; Lloyd B. Laughlin real estate 317 E 2; Henry Lauritsen fisherman; Inez Laverty cashier at Casino; W.W. Lawden RR engineer; A.J. Lawrence engineer at brewery; Gladys Lawson student; Oscar Lawson laborer; Minnie Lay 100 W 4; Harry Learned teamster; Henry H. Learned; Ed Ledgerwood photographer 310 E 2; Celia LeDuc bkpr for Maier & Schanno; Daniel LeDuc; Mary LeDuc wid James; Agnes Lee bkpr for Cherry City Grocery; Lee Wong restaurant 118 E 2; W.H. Leland bartender for Brown & Heater; Edgar Lemison post office clerk; James W. Lemison 509 W 15; Ferdinand Lemke saloon at 118 E 2; Paul Lemke bartender for F. Lemke; Louise Lentz wid Sam; James Leonard orchardist Thomp. Addn; Irbaelee Leslie & Paul Leslie 1313 E; Frances Lewis wid Owen; Sylvanus Lewis carpenter; Frank Leyner machinist for Johnston & Weber; Caroline Liebe wid George; Henry Liebe baker at Oregon Bakery; Nona Liebe; Veleska Liebe 215 E 3; Albert Light confectionery 420 E 2; Harry Light clerk for Albert Light; James Like drayman; David Linquist jeweler; Kathleen Linton wid Andrew; Bernard Litfin foreman on Chronicle; C.G. Little lab Warren Con.Co; Fred Livingston RR wiper; J.A. Livingston; R.R. Livingston RR brakeman; G. Roy Lofft & L.E. Larsen meats at 618 E 2; Dr. Hugh Logan physician; Herman G. Logus prop Albert Hotel; S. Loigi with Warren Con.Co; Drusilla Long wid Geo; Wm. Long carpenter; Alvis, Emory, Hattie, Lee, Mary, Nettie, Dorothy and Avery (Mgr. Cherry City Grocery) LONGMIRE 802 W 6; Etta & W. Lord 710 Court; Mrs. Hiler Losh; N.J. Love expressman; Frank Lowe; Dr. James M. Lowe physician; L.C. Lubeck carpenter; James Luke with Warren Con.Co; Nick Luke with Warren Con. Co; Pauline Lusher widow Rudolph; Bob Lyman restaurant at 113 E 1; Jane Looney widow Thomas.

STREET NAMES:- Fulton(7); Alvord(8); Clay(10); Webster(11); Calhoun(12); Fair(13); Race(14); Jackson(9); Pine(10); Elm(11); Bluff(12).

M

Abiel S. MacAllister, president Chronicle Pub. Co.; owner Dalles Laundry, res. 422 E 4; Isabella MacGuire maid at Hotel Dalles; Catherine Mack(widow Julius O. Mack) and Maybel G. Mack stenographer for H.S. Wilson, 805 Liberty; Myrtle Magnus; Harold Maier driver for Maier & Schanno; Henry J. Maier & Leo A. Schanno hardware & groceries 309 E 2; Bridget Maloney widow Patrick & Emma Maloney 803 Union; Arthur Manchester carpenter; P. Mangan laboror Warren Con.Co; John & Anna Mann 202 W 13; Jesse Mann Carpenter; Annie Manning; John M. Marden capitalist; Victor Marden harness & saddle maker 500 E 2; Emily Marlin wid Henry; James Marquiss; Lester Marquiss teamster for Columbia Lumber Co; Bessie Marsh clerk for J.B. Brill; Ella Marsh seamstress for E.C. Pease & Co; Martha Marsh ironer at Dalles Laundry; Celia Martenson clerk for Mrs. H.J. Wakefield; Elizabeth Martin; Margaret Martin wid James; Oliva Martin teacher; Ernest Mason laboror for Bert Bagley; John Mason 702 Webster; Margaret Mason wid Ben; Sylvester Mason laboror 1009 Bluff; Walter Mason laboror Warren Com.Co; Masonic Temple 312 Court; Julia Masquert dressmaker; Tony Masters waiter for Bob Lynam; Christine Matcen domestic; John Mathews; Owen Mathews saloon at 117 E 1; Delia Matson domestic; B. Matsumura laundry 117 E 2; Melville R. Matthew travelling salesman; Emery Matthews; Richard D. Maxon architect 210 Washington & contractor with A.R. Barnett; Louis Mayer RR shopman; A.J. Mayfield at Diamond Mills; Matthew E. Maynard 711 W 8; Benton, Blanche, Gertrude Mays 914 Laughlin; Grant Mays stockman 508 Alvord; Lodema Mays widow Robert R. (first settlers of Dufur and Tygh) 913 Laughlin; Fred Mears waiter for C.N. Sargent; Emil, Frank, Karl & Rudolph Mell 704 W 9 (the Mells operated The Dalles Scouring Mills); Chas Millquist RR fireman; Frank Menefee lawyer in Vogt Block; Verna Menefee, dau Frank 214 E 7; Harry Mercer restaurant 202 Jefferson; Henry Meyer farmer; Julius Meyers 218 W 9; Fred Meyers dry goods 510 E 2; Annette, Michell clerk for Hudson Land Co; Minnie Michell teacher; Myrtle Michell bookkeeper for Stadelman Ice Co. (more 43 years); Sarah Michell widow Wm. at 300 E 4 where all 4 have lived more than 60 years; F.O. Miers laboror Tomp.Addn; J. Millard laboror Col. Lumber Co; Alls Miller teacher at high school; Bert Miller 201 W 4; Ernest Miller electrician at Grand Theatre; Fred Miller (with Col. Lumber Co.); Fred W. Miller harnessmaker for Victor Marden; George Miller clerk for L. Ronden; Herbert G. Miller manager for Chronicle (now a retired orchardist at 120 E 4); I.H. Miller manager Columbia Hotel; John S. Miller expressman; Lewis A. Miller; Myrle J. Miller cigars 102 1/2 E 1; Sarah Miller wid Thomas; Warren Miller RR wiper; Wm. H. Miller; Chas Millinger farmer; Warren E. Mills real estate at 114 E 2; Alexander Scott Milne & Alfred W. Milne butchers 112 E 2; John Milne plumber; John G.M. Milne butcher with Milne Bros; D.M. Milstead driver for Lane & Sexton; Geo. Mitchell laboror for Warren Con.Co; Lloyd Mitchell teamster for Col. Lumber Co; Chas Mixer teamster; Frank Moe teamster; August W. Mohr surveyor; Fred Mohr chauffeur for Central Garage (also Winnie & Waldo Mohr 415 E 5); Clara Monteith ironer at Dalles Laundry; Jessie Monteith nurse at hospital; Frank Moody plumber at 911 Pine; Malcolm A. Moody, grain & wool buyer, seller of coal, storage & forwarding at 723 E 2; Lee F. Moon carpenter; Chas Moore register U.S. Land Office; Frank Moore oiler at Diamond Mills; George Moore fireman on RR; Harry Moore bartender; Philip Moore carpenter; John Moore 720 W 10; Louisa Moore wid Robert; Mable Moore; Sarah Moore wid Abner; Wm. A. Moore RR clerk; Bernice Moorehead chief clerk for Pacific Tel. & Tel. Co; Iva Moorehead clerk E.C. Pease & Co; Anna Moran; Dora Morast, Fred Morast RR call boy (now engineer), Martin Morast RR boiler-maker all of 310 Calhoun (11); Edwin Morgan. & L.J. Root feed barn at 523 E 3; Ina Morgan bkpr Milne Bros; One Morgan; Seth Morgan; Wm. Morgan waiter George Fitzgerald; Wm. Morgan clerk at Obarr Hotel; Irving Morris RR brakeman; James Morris restaurant E 1 & Court; James Morris clerk J.H. Worsley; Wm.G. Morris laboror; Mary Morrison; Wm. Morrison blacksmith; Joe Morrow with brewery; Ray Morse with A.M. Williams; Martin Mortenson gardner; Fred Mosher bricklayer; Ernest D., Harriet, Olive & Silas Mosier; John Muir contractor; Carl & Frank Mullikin, June & Mildred 824 E 5; George Munger wagonmaker; Josie Munger; Lewis Murfin clerk for Crosby; A.C. Murphy teacher at academy; Ed Murphy bartender for E.A. Gerichten's saloon at 601 E 2; Joe Murphy with Walther-Williams; Bert Myers 615 E 4.

N

Justus T. Neff county school supt; A.H. Neilson; C.H. Neilson; Al Nelson saloon 207 E 2; Oliver Nelson 2nd Hand store 200 E 3; Ruth Nelson maid Hotel Dalles; Marie Nendel dressmaker; Cliff New bottler at brewery; New York Cash Store 218 E 2, Frank French prop. men's clothing & shoes; Mabel P Newberry clerk A.M. Williams; George F. Newhouse & Fred W. Clark jewelers & opticians 320 E 2; John Newsom; Homer Nichols; Carl Nickelsen cement worker; Ingwert C. Nickelsen book & music store 315 E 2; Josephene Nickelsen clerk for I.C. Nickelsen; Martin C. Nickelsen bottler for brewery; Thomas Nickolas cook at Peter Pedres restaurant at 202 E 2; Dora Nielsen teacher; Harry, Joseph & Wm. Nitschke (Prinz & Nitschke furniture store); Frank Noah clerk RR; Lawrence Nolan clerk at Optimo Cigar store at 200 E 2; Michael T. Nolan real estate 210 Union; Nellie Nolan furnished rooms 302 Court; Grace Noman clerk for Mrs. H.J. Wakefield; Northwest Book Co. Wm.A. Corryea manager 211 Washington; Carl M. Nye draftsman; Wm.A. Nye printer on Optimist.

O

Lewis D. Oakes & Nina Oakes 310 W 6; Obarr Hotel 612 E 2 P.S. Plummer prop; Michael O'Connor timber cruiser; Oild Fellows Hall 421½ E 2; Hattie & Wm. Odell farmers 1407 Elm; John O'Donnell; Clyde Ogle RR wiper; Josephine O'Halloran; Hazel & Philip Olegsclager gardner 302 W 13; Abner, Arther, Hazel Oldfield 802 E 13; Bert C. Olinger dentist 11 Vogt Block (there 43 years); Jennie Olsen domestic; John Olsen bartender for Daffron & Miller's saloon 101 E 2; Ira O'Neill RR fireman; George O'Neill driver for James Ferguson; Open River Transportation Co. foot Union; Optimo Cigar Store; Al Bettingen prop at 200 E 2; Oregon Bakery Bertha Keller prop 212 E 2; Oregon Railroad & Navigation Co. J.R. Stehley agent; depot & offices at 1 & Madison streets; roundhouse & shops at 1 & Union; Oregon Trunk Railroad LeRoy Park Sec.-Treas. 305½ E 2; Joe Orlich; Ansel Osborn drayman 810 E 3; Ethel Osburn teacher; Olaf Oss; John Ostin machinist; Ray & Wilbur H. Ostrander at head J St; Iva Otly ironer at Dalles Laundry; LeRoy Overholts packer for Wasco Mill.

P

Pacific Telephone & Telegraph Co. T.B. Philips manager 210 Washington; Helen & Raymond Packard 403 E 4; John J. Paddock keeper Old Fort Dalles Historical Museum 500 W 15; Addie, Elisha, Jefferson & Nannie Padgett 1417 Elm; Clara & Grace Page 818 Alvord; Jason Page carpenter at 2 & Liberty; Howard P. Palmer clerk for Walther-Williams; Irene & James B. Palmer janitor 1208 D; James B. Palmer cook; John A. Palmer; Lela Pankake; Julius Pankonin plasterer 923 W 9; Minnie Pankonin seamstress for AM William; Henry Pape trucker for Wasco Mill; Tom Papos with Warren Con.Co; LeRoy Park Sec.-Treas. Oregon Trunk Railroad 1010 Jackson; Ida Parker waiter Hotel Albert; Jane Parker wid Wm; A.M. Parks RR car inspector; Joseph Parodi bartender for Fred Punt's saloon 200 E 1; Hattie Parsons stenographer; Agnes, Aloysius, Francis, Gregorius, John, Rose, Wenceslaus PASHEK all live with Annie R. Pashek widow Wenceslaus Pashek at 6 & Jordan; Benjamin, Chas. F. (Musician), John (fruitgrower) lived at 1801 Mt. Hood; George Paskos laborer Warren Con.Co; John Patterson driver Ward & Robertson stables; Baulah Patterson clerk at post office; Jeremiah Patterson manager Dalles Fruit Growers Assn. lived 210 E 4; Minnie Patterson & Newton Patterson carpenter 1118 Jackson; Willis Patterson wagonmaker for Lane & Sexton; Clarence Patton packer for Wasco Mill; Eugene Pauley meat cutter for A.S. Milne; Jessie Pauley peop. Vienna Dye Works 519½ E 2; Anton Paulson RR engineer; Paul Paulsen pool hall 210 E 2; Chas Pearson carpenter; Gus Pearson clerk for French & Co; Nels Pearson RR engineer; Edward C. Pease Merchandise store at 319 E 2; Harriet Pease widow Wm.C 520 E 4; Wm.C. Pease Jr. with Edw. C. Pease & Co; Gus Pedras with Peter Pedres restaurant 202 E 2; Chas T. Pembroke carpenter 1214 B; John Pennington laborer; Annie Penny widow Sam; George Penny driver Dalles Meat Co; Harry Penny; Anna Pentland stenographer for Frank Menefee; Carlton L. Pepper attorney 305½ E 2; Eva Perlman 108 W 4; Fannie Perlman 108 W 4; Philip Perlman clothing store 522 E 2 res. 108 W 4; Blanche Perrault; Hugh Perry poultryman; Mrs. Hugh Perry voice culture 300 E 7; Isaac Perry 1014 Garrison; Frank Perry with Dalles Creamery; Rose Perry 108 E 4; S.L. Perry 215 E 4; Andrew Person; John Person carpenter; John Peter travelling salesman; George Peters 215 W 11 (Mrs. George Peters was Betty Butler daughter of Daniel J. Butler well known Yakima Indian War fighter of Dufur and Tygh); Grace, Helen & Joseph Peters were the lumber yard family 511 Liberty; Chas T. Peterson carpenter of 807 Union; Georgiana Peterson nurse 510 Court; Herman Peterson & Olaf Olson ran a saloon at 208 Court; Martin Peterson carpenter 807 Union; Ole & John Peterson were transients; Walter Peterson clerk for I.C. Nickelsen; Isaac Pettitude 808 Union; Mary Pfeffer domestic; Wm. Phares plumber at Umatilla House; Benjamin C. Phettyplace 1205 Mt. Hood ran the Phettyplace Kandy Kitchen at 221 E 2nd and sold to H.J. Wakefield; Thomas B. Philips manager Pacific Tel. & Tel. Co. res 1009 Garrison; Alvin Phillips RR machinist; Anna Phillips clerk for A.M. Williams; Chas. L. Phillips 212 W 9; Effie, John, Mary & Fred Phillips 217 W 8; Frank Phillips RR conductor; Lottie Phillips widow Levi; Oakley Phillips RR brakeman; Edward Phirman farmer; Adolph G. Phirman clerk for American Express Co; Henry Phirman cattle buyer; Lewis Pickell orchardist Thomp. Addn; Chas Pickett with R.H. Weber; Harry Pierce bottler at brewery; Nellie Pierce peop. Crescent Rooms; Amidele Pielt wid J.B; Sadie Piggett cook Dalles Hospital; Frances Pitcher dressmaker; Horace Pitcher shoemaker; Helen & Mary Plank 807 Liberty; Joe Plemel meat cutter; P.S. Plummer prop. Obarr Hotel; Rev. D.V. Poling Congregational ch; Perl Poole; Porter Brothers (Andrew, R.B., J.D., A.R., J.P.) railroad construction contractors 207 E 3; Louis A. Porter & Chas. B. Adams owners White House saloon at 119 E 2; Orson K. Porter; Post Office 423 E 2; Leslie Pott clerk for Taylor's Saloon at 311 E 2; Frank, George, Henry & John Potts worked at Wasco Mill lived in Thomp. Addn; John & Edward Povey tailors 208½ E 2; Helen Powell; Sarah Powers wid A.W; Wm. Pragg with Warren Con.Co; Edwin H. Pratt farmer; George Pratt with Warren Con.Co; George W. Pratt teamster for Columbia Lumber; Martin Pratt 602 Webster; Ulysses S.G. Pratt 203 E 14; Wellington K. Pratt 205 E 13; Chas Preston machinist with Warren Con.Co; John Preston orchardist Thomp. Addn; Louis Preston carpenter Thomp. Addn; Albert J. Price, captian Dalles & Rockland Ferry res 111 W 4; Eugene C. Price draftsman for C.J. Crandall; Lila B. Price; May Pickett 404 Webster; Jim Primmer RR shops; Herman Prinz electrician with Wasco Mill; Theodore Prinz merchant; Wm.T. Prinz 404 W 3; Wm.H.

Prunk clerk for George Blakeley; George Pruyn blacksmith for P.S. Gunning; Ira B. Pruyn; Henry Pryor with Warren Con. Co; Eugene Pullano bartender for H.J. Dunn's saloon at 701 E 2; Pulpit Rock 12 & Court; Ben Pundt bartender for Fred Pundt's saloon at 200 E First.

Harry H. Quimby clerk for Ed Ball.

R

John Raab laborer for Bert Bagley; Archie Racine janitor at Dalles Hospital; The Racket Store at 418 E 2 C.S. Smith prop; Wm.R. Rainey barber 105 E 1; Fred Ramsey clerk for Porter Bros; Wm.T. Ramus Thomp.Addn; Larry Randall pressman for Chronicle; Tom Ready cement man; Julia Reavis; Cora Rebmen Stenographer for W.E. Mills; Herman Reckmann; Albert Reed office manager for E.C. Pease; George Reed county road supervisor of Thomp. Addn; Howard Reed The Dalles Iron Works; J.P. Reed; Nancy Reed dress-maker for J.C. Brills; James R. Reed barber 606 E 2; Mart Regan; Casper Rego; C.E. Richlein machinist The Dalles Iron Works; Dorothy, Elizabeth and Dr. John A. Reuter 420 Alvord; Joseph A. Reynolds restaurant 113½ E 2; Zetta Reynolds dept. mgr. A.M. Williams; George W. Rice farmer; Hallie S. Rice merchant 527 W 4; Horace Rice retired farmer; Warren D. Rice laborer; Jack Richards baker at Oregon Bakery; Ada Richardson maid at Obarr Hotel; John Richardson laborer Warren Con.Co; Richard Richardson laborer Warren Con.Co; Samuel Richardson trucker at Wasco Mill(father Finlay); Van Richardson with cleaning & dye works at 104 E 2; Harriet Richer wid George; Chas L. Richmond Farmer; Frankie Richmond; James D. Riddell travelling salesman; Wm. Ridsdale real estate 305 E 2; Albert, Elizabeth, Grace & Walter Rig-gins 521 W 14; John C. Riggs 313 Webster; Chas Riley; John Riley clerk for Walther-Williams; Glen J. Riley clerk for C.F. Turner Cigar store 620 E 2; Marion Riley cashier for Walther-Williams; Hewett Ring retired postmaster & farmer of Nansene 1314 Jackson; Joe Ringenbush; Elizabeth Rintoul 1003 Court; Tena and Louise Rentoul teachers 1003 Court; Robert Riordan clerk for E.C. Pease; Riverview Addition to The Dalles L.B. Laughlin agent 317 E 2; Maude Robertson nurse; Albert S. Roberts farmer and secretary The Dalles Dressed Meat Co; Allyn and Elliott Roberts students 905 Court; George Roberts trucker Wasco Mill res Thomp. Addn; Wm. Roberts with Criger & Kelley Livery Stable 505 E 2; Joseph T. Robertson of Ward & Robertson Livery Stable at 4 & Federal; Elizabeth Robinson wid John; Hazel & Roy Robinson 915 Elm; W. Robinson engineer at Hotel Dalles; Mrs. Kate Roche teacher at Academy Park school; Edna Roe; Roy Rogers painter; Chas Rohert bartender for Frank Brothers saloon 215 E 2; Leon, Cordelia & Elzard Rondeau 407 Union; Leonard J. Root & E.E. Morgan feed barn 523 E 3; Alma Roper; Louis Rorden groceries at 311 E 2; Matilda & Myrtle Rorden 312 Alvord; Fay, Jacob T., Jay T. and Mark Rorick 205 W 3; Edith Rose domestic; George Rose Plasterer Thomp. Addn; Howard Rose Western Union messenger boy; John O. Rose owner Dalles Soda Works; Walter Rose; Chas. Ross & G. Alberto restaurant 703 E 2; Estella Ross music & drawing teacher in schools; George Ross; Stephen Ross with Warren Con.Co; Emma Rothery; Dora, Grace, Graham, Mariam and Jessie(McNeal)Ruark widow Joseph at 805 Court(Mrs. Ruark was a sister of the writer's grandfather Wm.E. McNeal); Ursula Rush widow George 120 E 4; Wm.W. Rucker clerk for Lane & Sexton; Clyde Rudell RR baggageman; Frieda Rueter sten. for Wasco Mill; Chas Ruh RR car repairman; Frank Ruth baker for Arnold Hagenbucher's bakery at 213 Washington; Michael Ryan ferry engineer; Thomas Ryan barber for Frank Goff.

S

Joe St Martin; St Marys Academy 311 W 3; St Pauls Episcopal church 5 & Union; St Peters Catholic Church at 3 & Lincoln; Salvation Army 208 Washington Wm. Darwent capt in charge; Frances Sampson nurse; Isabelle Sampson widow Francis 419 Fulton; Margaret Sampson stenog. A.M. Williams; Orrin Sampson bartender for Peterson & Olson's saloon at 208 Court; Clayton Sanderson laborer at Dalles Box & Lumber Co; Alphons Sandoz farmer; David, Harry, Glen & Ruby Santo 400 E 13; Chester N. Sargent restaurant owner at 412 E 2; Frank Sargent fruitgrower in Thomp. Addn; Kate Sargent clerk for J.C. Brill; Robert Sargent; Edwin Saunders bartender for Swanson Brothers saloon at 122 2nd; Freas B. Saunders trucker for Wasco Mill; Sarah Savage wid Brazil; Blanche Sawdry maid at Hotel Dalles; Oscar Sawers; George and Wm. Sawtell draymen; Wm.J. Sayyeau laborer with city water department; Isaac Scarney; Bert Schaefer with Porter Bros. as employment agent; Schanno Building at 2 & Court; Elizabeth Schanno widow Amiel; Leo A. Schanno with Henry Maier as grocery merchants at 309 E 2; Henry Scheel laborer with Warren Con.Co; Wm.Scheffer RR fireman; John S. Schenck president First National Bank res.118 W 4; Albert, Carl, Caroline, Jacob, John, Joe and Walter Scherrer at 1819 Jackson; Arthur Schilling clerk Walther-Williams; Julius Schilling; Fred Schloth dept. mgr. E.C. Pease; Chas. Schmidt 415 W 3; Matthias Schoren blacksmith 318 E 3; T. Schuldeitch laborer; John Schulz bridge engineer 104 E 5; Sam Schwartz bartender at Hotel Dalles; Vern Seobert millinery 216 E 2; Sam Seoggins; Charlotte Scott; James Scott; Lum Scott bartender; Clark Scroggins laborer; J.G. & Roy Seagraves with Warren Con.Co; Wm.C. Sechler clerk Porter Bros; Tai Seid restaurant 111 E 1; George Sellinger Dalles Box & Lumber; G.W. Senn; George Sens; Frank and Arthur Seufert cannerymen 112 W 4; Seufert-Condon Telephone Co. J.W. Condon manager 304 Washington; S. Severinen shoemaker 306 Court; Luther Seybold; Frank Seymour; Dora Sexton bookkeeper for Lane & Sexton; Felix C. Sexton 817 Pine; Francis M. Sexton & L.L. Lane hardware store & blacksmith shop 802 E 2; F. Newton Sexton 817 Pine; George W. Sexton carpenter 614 Webster; Rev. James Sexton 614 Webster; Jesse L. Sexton 614 Webster; Leonie A. Sexton 817 Pine; Lowery M. Sexton tinsmith for Lane & Sexton 620 Webster; L. Harold Sexton student 817 Pine; Mary Sexton carpet weaver 614 Webster; Nellie Sexton clerk for Mrs. H.J. Wakefield 614 Webster; Walter Sexton real estate 219 E 2 res 616 Webster; Dr. Wm. Shackelford physician 410 W 4(old army doctor at Camp Watson 1867-1886); C.S. Shaffer carpenter; Elmer Shaler RR dispatcher; Elizabeth Shank wid Chas; Fay Shank RR call boy; Harry Shank RR fireman; James Shannon with Warren Con.Co; Edward F. Sharp surveyor & farmer 404 E 4; John Shaw RR shops; Alice Sheldon wid Chas 118 W 4; Florence Sheldon cashier for Homer Sheldon's shooting gallery at 517 E 2; Robert Sheley porter; Wm.H. Shelly sexton at Catholic cemetery; Owen T. Shepherd; Henry Shields lab; Susan Shipp wid Louis; Frank, Glenn & Mary Shirley tie inspectors for O.T. RR; Ed Shives clerk; Frank B. Sholts laborer; Frank Short waiter for Lee Wong; Frank Shriner laborer for Bert Bagley; John Sieber;

Anna Siever ironer at Dalles Laundry; John Simas harness maker for Victor Marden; Philip Simmermaker RR shopman; Chas Simon 1004 H; Wm.H. Simon shoemaker at 410 E 2; George W. Simons steamer foot Court; Chas W. Simonsen 805 Webster; Mary Simonsen teacher at Academy Park school; Chas Simpson engineer; Harmon Simpson butcher for Lofft & Larsen; Chas Sims with Warren Con.Co; Commodore W. Sims with brewery; Alva & Gale Simson 307 W 4; Electa Simson milliner 310 Washington; Singer Sewing Machine John T. Bethel agent; Nicholas Sinnott lawyer (later congressman) 316 W 4; Chas Sipe jeweler for Dave Linquist; Chas Siscoel with Wasco Mill; Agnes Skibbe, Fred Skibbe (prop Wasco Hotel); Kate Skibbe, Richard Skibbe all of 808 E 3; Rev. Walton Skipworth supt Methodist church; Ed Shovick RR signalman; Alice Smith; A.D. Smith; Caroline Smith wid Wm; Ed Smith livery stable 816 E 2; C.S. Smith prop Racket Store 418 E 2; C.G. Smith; D.O. Smith farmer; Ed.L. Smith electrician at Wasco Mill; Geo. B. Smith candymaker; Geo.W. Smith farmer; Henry H. Smith supt. Dalles Commercial Club; James N. Smith barber for G.R. Wilehart; Jenks Smith teamster; Mable Smith; Myrtle Smith; Nancy Smith wid Addison; Otto W. Smith carpenter of Thomp. Addn; Ralph A. Smith; Richard Smith with Warren Con.Co; Sid Smith; Wayne Smith RR clerk; Wm. Smith sheepman; Wm.D. Smith engineer with O.T.RR; Wm.O. Smith greenhouse man for Tackmans; Wm.R. Smith Farmer; Winnie Smith; Harry, James, Jeannette & Joseph E. Snipes, warehouseman at Diamond Mills 822 Fulton; Joe Snyder saddlemaker for Victor Marden; Mary Snider; W. Sohn with Warren Con.Co; Jacob Soles-ter saddle maker for Victor Marden; E.L. Sonmor carpenter; Art Spafford electrician for Wasco Mill; Geo. Spaling with Warren Con.Co; Robert Sparew with brewery; Floyd Sparks; Jennie & Marjory Speed 319 E 13; O.C. Spencer miller at Wasco Mill; Arthur Spickerman plumber; Ted Spickerman clerk for Cherry City Grocery; Orville Springer carpenter; Frank J. Stadelman gardener; Stadelman Ice Co. (Peter J. and Joseph Stadelman); Ira Stair butcher for Dalles Meat Co; John S. Stanek harnessmaker for H.L. Kuck res. Thomp. Addn; Ethel, Eulise, John F. & John H. Staniels 914 W 10; Beatrice Stanley 114 E 1; David Stanley RR boiler maker; Orrin Stanley civil engineer; Wm.J. Stanley; George Stanton bartender for Tom Kelly's saloon 310 E 2; Star Lodging House 523 E 2 J.W. Carlson prop; Elsie Stark wid Harry; Walter Starkey draftsman for O.T. RR; Chester Starr packer for Diamond Mills; George Starr RR fireman; Albert Stearns RR car repairman; Margaret Stearns; Michael Stecker; Andrew & Wm. Steel 1001 Jackson; Mrs.F.B. Steel prop. Farmers Hotel 808 E 2; Henry P., Elizabeth & Joseph H. Steers 802 E 3 (Henry Steers was an old Civil War veteran who never accepted a pension; Joe Steers was for years Dalles City recorder); Peter Staffle with Ward & Robertson's stables; John R. Stehley RR agent; Zilla H. Sterling wid George; Elizabeth Stevens librarian; Meda Stevenson nurse; Chas Steward with Warren Con.Co; Janet Stewart wid John; Tom Steward with Warren Con.Co; Mack & Ray Stillinger with Warren Con.Co; Chas Stillwell carpenter; Asa, Frances, Veva, Guy, Eula Stogsdill 1113 H; Maratia & Ebenezer Stone 314 W 12; Frank Stone steam & refrigeration engineer 308 W 12; Amalie, Dora & Henry (RR fireman) Stoneman 805 Mt.Hood; Ed. H. Storey machinist for Wasco Mill; Mary Storrs wid John; Arthur C. Strange school superintendent; James R. Street stone outter for Frank Watts; David Strohm with brewery; Roy Strohm clerk for A.M. Williams; Otto Strom pool room 108 E 1; Margaret Stroud wid Sam; Anna, Henry, John & Randolph Stuben railroaders at 208 E 8; Chas J. Stubling Liquor House 502 E 2; Rev. Nelson Stull Christian church; H. Fulton Sturdevant dentist; Harry Sturman driver for Ed Ball; Albert Sturmer laborer; Peter Suckner with Warren Con. Co; Dan Sullivan porter at Hotel Dalles; Jerry Sullivan with Criger & Kelley's Livery barns at 505 E 2; Mark J. Sullivan RR pumper & shopman; Mary Sullivan cashier for E.C. Pease; John G. Sumner brewer; Geo. Sutherland; Jesse W. Sutton RR engineer; Emil & Ernest Swansen's Saloon at 122 E 2; Sam Swanson bartender for Owen Mathews Saloon at 117 E 1; George Sweeney cashier for Warren Con.Co; Jack Swift & S.V. Carr barbers 205 E 2; Ivan Swift clerk for French & Co; Charles E. Swinford warehouseman for D.P.A.N.Co; Joe Swortz farmer; Elmira Sylvester wid Omer; Harry Sylvester; Wm.E. Sylvester carpenter; Wm.Synhorst waiter at Hotel Dalles.

T

Tackman Greenhouses 1515 Elm, George, Wm. & Marjora Tackman, owners; Herman Talleur with Dalles Meat Co; B.W. Taylor with Porter Bros; Chas A. Taylor expressman; C.B. Taylor; Dan W. Taylor & W. H. Taylor Saloon at 311 E 2; Emma Taylor wid F.P; Ernest H. Taylor warehouseman for D.P.A.N.Co; Ethel Taylor; Henry Taylor clerk for Cherry City Grocery; James E. Taylor clerk for Lane & Sexton; James S. Taylor real estate at res.Thomp.Addn; Leroy J. Taylor machinist at Dalles Iron Works; Lois Taylor; Myrthana Taylor teacher in Thomp. Addn. school; Ora F. Taylor laborer; Osmer Taylor RR foreman; Phoebe C. Taylor wid David; Raymond J. Taylor driver for James S. Taylor real estate man; Reuben P. Taylor RR conductor; Roy F. Taylor butcher for Dalles Meat Co; Wendell L. Taylor student; Wm.H. Taylor 812 W 14; Wm.H. Taylor 822 Elm; Harry Taylor with Taylor's saloon at 311 E 2; Robert Teague dept.mgr. Walther-Williams; J.N. Teal steamer foot Union; Martha Teal cook Obarr Hotel; Ed Templeton RR fireman; Gertrude Templeton; Hattie Templeton waiter for H.F. Mercer's restaurant at 202 Jefferson; Harriett TenBrook wid Abraham; Cora Terry prop. Chapman apartments; Ferdinand Thom blacksmith for Matt Schoren; Jesse Thom carpenter; Dola Thomas waiter at Hotel Dalles; Gertrude Thomas nurse at Dalles Hospital; John Thomas bartender for C.J. Stubling; Mrs. Wm.Thomas; Anna Thompson teacher; B.M. Thompson with Wasco Mill; Earl Thompson blacksmith; Emma Thompson wid George; Erna Thompson nurse at Dalles Hospital; Ernest F. Thompson; Florence Thompson student; George T. Thompson & W.N. Wiley blacksmiths 417 E 3; Harold Thompson expressman; John L. Thompson 209 W 3; John W. Thompson barber at 512 E 2 (more 40 yrs); Laura E. Thompson stenographer for Walther-Williams; Lena L. Thompson; Lenn Thompson; Posey R. Thompson RR shops; Victoria Thompson student; Wm.L. Thompson; Mrs. Michael Thornton 305 Union; James C. Thrall stock dealer & auctioneer; Sarah & Wm.Tillard 513 E 4; Joe Timbers carpenter; Francis, Wesley, & Sam Tindall 420 W 10; John Tobin with Great Southern RR; Michael Tobin with Wasco Mill; Gus Tonies laborer; Aaron Trabue painter; Ed, Grace & Howard Treat 320 Calhoun; Seldon R. Tripp dyer & cleaning works at 209 Washington; F.W. Tryon with Warren Con.Co; John P. Tryon sheepman; Joe Tureck clerk in bank; Fred Turner cigars 820 E 2; Chas Twinham saloon 403 E 2; Clifford, Elmer E, Eunice and Franklin C. Tyler & Co. contractors at 206 Washington, res. 805 E 3rd.

U

Benjamin Ulrich cigar maker for Cramer Bros; Julius & Wm. Ulrich 123 W. 13 (Ben was a Spanish-American war veteran with Dalles Co.L.); Umatilla House Tom Crofton prop at 101 E 1; Harry Unglas porter at Wasco Hotel; Union Street Lodging House 103 W 2; U.S. Land Office 312 Court Louis H. Arneson reliever; United Wireless Telegraph Co. At foot Court street Albert Desart manager; Eugene Unrah masseur; Louis J. Uran travelling salesman; W.J. Usher laborer.

V

Wm.P. Van Bibber 200 W 4; Effie, Fannie, Flossie & John Van Dellen Lumber Yard 503 E 3 res. 223 W 9; Elizabeth Vanderslice manager Western Union; Nelson VanOrman electrician of Thomp. Addn; Paul Vanzetti shornmaker 109 E 2; David W. Vause painter; Andrew, Delphine, Julius, Magdalene & Paul Velarde carpenters & housemovers at 1214 Bluff; James Venable bartender for Charlie Allen's saloon 122 E 1; Tom Vernica with Warren Cbn.Co; Earl D. Vickers driver American Express Co; Eliza Vickers wid Samuel carpet weaver at 1013 W 9; Selma Vickers clerk for Al Hoening res. 1015 W 9; Vienna Dye Works 519½ E 2, Jessie Pauley prop; George, Harry & Peter Vogel 1504 Jackson; Stephen Vogler 1022 Elm; Vogt Block 314-318 E 2; Elizabeth Vogt stenographer for J.E. Grilly RR roadmaster; Frank Vogt 207 W 4; Vogt Opera House, Wm. Birgfeld manager at 309 E 3; Max Vogt owner Vogt Block & Vogt Opera House & Chapman block; Max A. Vogt cashier First National Bank res. 416 Alvord; Marie Vyverberg stenographer for W.H. Wilson lawyer.

W

Clara Waehlte stenographer for E.C. Pease; Chas Wagner carpenter; Harry Wagner; Edward Z, Effie, Ida, Erwin, Fritz Wakefield 618 Clay; Hannah Wakefield prop Phettyplace Kandy Kitchen; Wm.R. Wakefield bookkeeper for Mrs. H.J. Wakefield; Albert Wales janitor at high school; Ed Walker with Warren Con.Co; Emma Walker wid J.G.; Lester Walker student; Claude & Wm.S. Wallace 510 W 8; Frank Waller lineman for Pacific Tel & Tel Co; Cecil & Fern Walser 323 Fulton; Laura Walser; Charles M. Walston blacksmith for F.S. Gunning; Ernest Walther dept.mgr. A.M. Williams; Fred, George, Gertrude, Adolph, Harvey, May, & Wm. E. Walther of Walther-Williams Hardware Co. 400 E 2; Joe & Leander Walton 509 Calhoun; Chas Wann waiter at Hotel Dalles; Eliza Ward; Fred Ward; Ida Ward; James Ward reacher; Joe Ward RR engineer; Lulu Ward bookkeeper; Marie Ward student; Mary L. Ward widow Thomas A. Ward & Robertson's stables on 4 & Federal--Tom was for 15 years driver on The Dalles to Canyon City stage; Nick Ward clerk at Hotel Dalles; Rex Ward agent Great Southern Railroad; Elmer Ward bookkeeper for Ward & Robinson stables; Allie Ware operator for Pacific Tel & Tel Co; Henrietta Warnaske wid Fred; Rev. B.A. Warren St. Pauls Episcopal church; Warren Construction Co. H.E. Chipman superintendent 319½ E 2; Wasco Hotel F.W.L. Skibbe prop 624 E 2; Wasco Warehouse Milling Co. flour mill at 901 E 2; Wasco Warehouse Milling Co. electrical department in charge of J.A. McArthur superintendent with offices at 4 & Jefferson (this was just before the Wasco Mill sold their electrical department to the Pacific Power & Light Co.); Walter Waskeeney with Warren Cbn.Co; Amy Wasson; Lee Wassen carpenter; R. Watanabe rooms at 102½ E 2; A.B. Waterman millwright at Wasco Mill; John Waterman 1107 Lewis; Helen Waters wid Charles; Ortha Waters stenographer for Peters Lumber Yard; Elmer Watson farmer; Joe Watson; Frank Watson miller at Wasco Mill; Frank Watts Marble Works with F.E. Westerberg at 510 E 2; George Waud teamster; Wm. Wayne carpenter; George, Margaret, M. Alice Webb 1015 Court; Richard H Weber nursery on 14 & Clark; Wm. & Anna Wedekind 802 E 1 RR section foreman; Chas Wegner driver for E.C. Pease; Wm. Wegner 1507 Liberty; Francis Weigand farmer; Carl Weigel; Albert Weigelt stonemason; Paul & Gus Weigelt students 320 W 7; J. Welch with Warren Con.Co; Lee Welch driver for Dalles Meat Co; Tom Welch & Ed. Beck 2nd Hand store 419 E 2; Claude Welcome RR fireman; Blanche Wells; Ed & Joe Welp orchardist of Thomp. Addn; Henry Welp 307 W 4; Margaret Welch wid Tom; Roscoe Westcott RR dispatcher; Fred Westerberg with Watts Marble Works; Western Union Telegraph Co. 317 E 2 Elizabeth Vanderslice manager; Christ, Jacob & John Wetle 901 W 6; Alfred, Jerrine, Maragret, Constance, Nathan Whealdon (real estate 305 E 2) res 417 Alvord; Francis Wheeler RR car repairman; Harry Wheeler engineer; Harry C. Whisler contractor 900 H; Bertha White high school teacher; Rev. H.F. White U.B. Church 1204 G; White House Saloon Adams & Porter props at 119 E 2; James A. White with Wasco Mill; Mary White wid W.J.; Ray White electrician; Robert White painter; Joe Whitman; Jesse Whittier teamster; Dio D. Wilder photographer at 407 E 2; Lydia Wilder nurse; George R. Wilshart barber at 416½ E 2; Fredrick Wilen laborer; Edwin Wiley carpenter; Wm. N. Wiley blacksmith res 1205 B (Dalles resident since 1880); Chas, Fred & Gerald Wilford RR machinists; Bessie, Herman, Roger & Wm. Wilhelm 802 Bluff; Josephene, Wm. Wilhelm 402 Alvord; Milton Wilkerson city P.O. carrier; Chas. Wilkerson carpenter 319 Webster; Wm. Wilkerson laborer 522 Jackson; Wm.A. Wilkinson clerk in U.S. Land Office; Bertha, Ernest & Mary Willerton 921 Alvord; H.E. Willerton & Earl McKain agricultural implements & vehicles at 413 E 2; Andrew Williams carpenter; Williams Block 304-06 E 2; A.M. Williams & Co. dry goods, clothing & shoes 304-06 E 2; E.M. Williams manager of A.M. Williams store; Carlton P. Williams secretary A.M. Williams store; Ed. M. Williams president Walther-Williams Hardware Co., Vice-president of First National Bank; Henry E. Williams RR yardmaster; R. Ed. Williams cleaning & Dye works 211 Washington; Virginia Williams wid Wayne; Wm.H. Williams; Philip Willig; Carlin Wilson carpenter; Elizabeth Wilson widow Joseph G; Fred W. Wilson lawyer Vogt Block res 209 Union; George Wilson with Warren Con.Co; Hattie Wilson ironer Dalles laundry; Henry Wilson with Matt Schoren; Hollis Wilson attorney 305½ E 2; James T. Wilson electrician with Pacific Tel & Tel Co; John K. Wilson; Susan Wilson wid James; Wm.H. Wilson lawyer; Winifred Wilson student; John Wines harness maker for H.L. Kuck; Wing Hong Hai Chinese merchant 210 E 1; Wing Yuen Bros. & Co. employment agents 208 E 1; Edward M. Wingate mayor of Dalles City; Joseph C. Wingfield orchardist of Thomp. Addn; Wm. Wintermantel Thomp. Addn; Rev. M.T. Wire Methodist Church; Clark Wisner clerk for E.C. Pease; Hattie, Jessie, Ransom, Sybil Wisner 402 W 9; Victor Wisner plasterer 906 Garrison; Bernice & Frank Witham 805 Alvord; John Wittliff carpenter; Chas Wittlof with A.S. Milne; Ada Witty wid Wm; Katie, Minnie, Roy, Elmer & Wm.H. Wolfe Thomp. Addn; Diedrich Wolff with Wasco Mill; Sue Wong restaurant 104 E 1;-----

Alice Wood widow Harvey; Dorothy Wood student; Clarence Wood with Wasco Mill; Flora & Fred Wood at 606 E 4; Mary Wood maid at Hotel Dalles; Rachel Wood widow John; Stella Wood student 808 E 4; Woodmen of the World Hall in Odd Fellows Block; H. Woodruff with Warren Con.Co; W.A. Woods RR checker; Ledford Woodward lineman; Lionel Woodworth engineer; Howard M. Woolen gardner & violinist; Elmira Woolery wid John; George Woolever; Ed, Harry, Hettie, Lannie, Ray, Roy, Wingfield Woolsey 1615 Bridge; Naomi Workman wid Stephanis; Joseph H. Worsley groceries at 623 E 2; Etta Wrenn teacher; Wm. T. Wright RR dispatcher; Bert V. Wyatt city carrier at post office; Chas R. Wyatt gardner at city park; Mary Wyss widow Christian.

Y

Jacon C. Yager superintendent Wasco Mill res. 315 E 5; Chung Yee Chinese goods at 204 E 1; Floyd Youle real estate 704 Laughlin; Eliza J. Young widow Wm; Ella E. Young operator Pacific Tel & Tel Co; Frank Young engineer on O.T. RR; Grover Young RR baggageman; Guy Young tinsmith of Lane & Sexton; Harold Young student; Joe Young 622 E 3; Laura Young waiter at Hotel Dalles; Madeline Young RR clerk; Janet Young teacher; Rollen Young 902 Fulton; Ted Young 1300 Bluff; Wm.B. Young high school principal.

Z

Willis Zachery clerk for Maier & Schanno (later was drayman); Minnie Zadow stenographer for Walther-Williams; Albert, Anna, Henry, Herman, John Ziegenhagen 901 Jordan; Henry Ziegler clerk for Wasco Mill; John & Kittie Ziegler Thomp. Addn; Henry & Jacob Zimmerman electrician & carpenter of 410 W 2; Zion Luthern Church at 7 & Union; Marteo Zobeo laboror Warren Construction Co.

This Dalles directory of 1910 will impress the student with the large number of saloons in The Dalles at that time, numbering close to 30 for a little 7000 town with not over 1500 local men or one saloon for each 50 men. The women in those days did not enter saloons for the purpose of drinking, like they do in 1953. The Dalles did have a large transient railroad and canal construction crews, mostly single men without homes or families, who were the main patrons of the saloons and gambling halls which never closed until voted out in 1915. Liquor at that time, in The Dalles, furnished a means of livelihood for more than 200 people such as owners, property renters, bartenders, gamblers, brewers, draymen, janitors (porters) and lady followers.

In a business way the city seen its best years since the gold rush of the 1860 period. Railroad construction meant spending large sums of money for labor, supplies and transportation. Wages were about \$2 a day at that time and it was easier to raise a family on \$60 a month then than it is on \$300 a month now. Business men were among the wealthiest in the state then and all branches of the government, except schools in larger cities, were on a cash basis, no big bond issues.

This directory of 1910 was given to the writer of this history by Judge Fred W. Wilson who has never failed to help when called upon for answers to knotty questions. The directory of 1898 was loaned for copying the record into this history by Miss Celia Gavin, the directory being property of her father John Gavin, late dean of lawyers in The Dalles who had a very excellent habit of buying and keeping most all Dalles directories since 1898. The directory of 1883 is the property of Hans Blaser whose mother came to The Dalles on the first railroad train west from Kelton, Utah to The Dalles and Portland in 1884, her ticket being to San Francisco (from New York) where she expected to take a boat for Portland and The Dalles.

We have stopped with the directory of 1910 and most of our history up to that point for the reason that the old Wasco County Pioneers' Association does NOT consider anyone a pioneer until they have been a resident of Wasco County for 50 years or more, and 1910 is only 43 years ago. However we have held to no steadfast rule and have entered such recent events as the building of The Dalles Dam, the building of our highways and road systems and such other important recent history as well as that of many many families and individuals who have been here less than 40 years.

The only Dalles directory that The Dalles public library has is that of 1883. People who have old directories of The Dalles and Wasco County should present them to our library for reference and safe keeping under lock and key rather than throwing them into the fire or trash can. It wouldn't hurt our library to purchase new directories and keep telephone directories, which they too throw away rather than file in their historical records.

Right recently the Oregon legislature passed a law permitting county officials "to clean up the basement and destroy old county records more than 5 years old" and there goes some more of our history. The law should have specified that they be turned over to the Oregon State Historical Society for examination and destruction, or the Oregon State Library or local libraries. Our hearts are always sickened to see old estate records "probated on the city dump fires" rather than by our historical societies or libraries.

We shall leave The Dalles directories of more recent edition to future historians to include in their records and trust that they will be able to find enough city and county official records to make a history. A lot of people will say, "I am not interested in history" and the very next day we see them as good movie patrons at a historical show of events somewhere else; readers of western stories or western "funny books"; readers of historical bibles or world history or daily paper history. Everyone is interested in history to some degree, the older we get and the more thinking we do the greater become our interest in what others have done to make life better for us.

The Sam Driver Family

Some of the history of the Sam Driver family is given on page 246 under Wamic. This additional data was obtained from the Ed Limmeroth scrapbooks at the Dufur Library. The paper was read before the 1937 gathering of the Old Wasco County Pioneers' Association and prepared by Rachel Driver.

Sam Driver of Indiana left his home for the California gold fields in 1850. His brother, Rev. I.D. Driver, had gone there the preceding year (1849). On leaving his farm with 2 companions, a wagon and 4 horses, the journey proved beyond the endurance of the animals and when the horses died they had to proceed on foot! They lived on meat cut from the carcasses of dead horses and cattle, which had fallen by the wayside! They had originally joined others, in a train, but the dreaded cholera wiped out all but 5 members of the party! Becoming discouraged all members of the party, except Mr. Driver, threw away their guns and ammunition! Fortunately his gun often provided the only means of obtaining food, when they reached the Sierra Nevada mountains; and it was in those mountains he met an old man from Poland, who had mined in Australia and elsewhere, and they, together, bought a claim which was supposed to have been worked out, but from that claim they succeeded in taking out \$34,000 in gold!

In the spring of 1851 Mr. Driver returned to his home, by boat, to bring his family out west. The family included Ike, Tom, Brent, his father and mother and brother Rev. I.D. Driver and his family. They came west in 1853. Grandmother Thankful Driver died of Mountain Fever in the Burnt River country, near Huntington, Oregon. They forded the Deschutes near Sherars Bridge, at the mouth of Buck Hollow, and camped at Tygh a few days, while the men came to The Dalles for supplies. They continued over the Old Barlow road settling in Douglas county's Umpqua Valley.

In 1877 Ike Driver and his wife Angeline Welch moved to Wasco county. Tom Driver married Julia Carlisle and lived at Wamic. Brent Driver married Rachel Welch and lived at Wamic. Ed Driver was single and lived in Grant and Malheur counties but died at Wamic in 1933. Frank Driver married Adelia Lucas and lived at Wamic. Bruce Driver married Ella Crow and Henry Driver married Emma Mason. (The children of these families are all listed on page 246.)--Ed Limmeroth scrapbook; Dufur Library.

Judge Henry G. Meredith

Judge H.G. Meredith was born (1872) at Eureka Springs, Kan. where he spent his boyhood and then moved to Colorado Springs where he engaged in construction work which took him to Wyoming, Nevada and other points before he came to Oregon on The Dalles-Celilo canal work in 1913 where he stayed until its completion in 1916. He then joined the railroad. Back in 1902 he was a lineman for the telephone company and railroad telegraph lines. In 1923 he was injured in a blast and lost one of his hands. He was Justice of the Peace at The Dalles from 1925 to his death in 1938 and was very tolerant toward the common man but harsh on repeat offenders. His son L.A. Meredith was a member of the Portland Fire Department; Henry lived in Klamath Falls and Earnest in Los Angeles. His daughter Mrs. James Collins lived at Milton.--Ed Limmeroth scrapbook.

Matthias Schoren

Matt Schoren was the village blacksmith for nearly 50 years and 50 years is a long time to follow any occupation, but he cherished the ambition to actually round out 50 years of heating iron and shoeing horses, but his death in 1937 cut that record by 2 years! He was 63 years old and had suffered a stroke from overwork. He was born in Germany and at 13 the family came to the U.S. settling at Salina, Kansas.

He came west at 19 and first worked for the Fargher Brothers blacksmith shop and wagon making in The Dalles. Later he worked for George Thompson, blacksmith and those were the days when freight was moved in and out of The Dalles by teams and wagons to Central Oregon and Washington and the village blacksmith was the man that kept those outfits moving the same as the garage now-a-days keeps the car and trucks moving. Mr. Schoren became known as a skilled workman. His business grew. In the days when the "North Bank" (S.P. & S) railroad was being built his shop employed a number of men to cope with the increase in volume of business, especially the shoeing of horses, very hard work at its best, and when several 6, 8 and 10 horse teams were lined up to be shod the village blacksmith really earned his daily bread by the "sweat of his brow" and Matt was known as one of the best horse shoers in The Dalles. The coming of the automobile diminished that business and he finally changed his blacksmith shop into the Cecil Apartments, on the upper floor and the lower floor was rented for business purposes. His children were: Genevieve of Los Angeles; Matthias of Portland and Helen (Mrs. George Scherren) The Dalles.--Ed Limmeroth scrapbook 2; Dufur Library.

Tragic Death of Allie Gronwald and Son

On July 14, 1929 everyone in Wasco County was shocked by the tragic death of Allie Gronwald and his son Gerald, 10, while fishing near Sherars Bridge on the Deschutes river, one of the most treacherous fishing streams in the west. He lost his life in a heroic attempt to rescue his son who had fallen into the river. A powerful swimmer, the father succeeded in reaching his son, but the tugging waters of the dangerous stream proved too great for his strength and the two were swept into the rapids below! Forced under by the treacherous eddies in the river at that point, watchers saw father and son disappear, a few hundred feet below the point where they had entered the river waters.

County officials were notified and hurried to the scene to recover the bodies but small hope of finding them immediately was entertained. A net was stretched across the river in quiet waters below the falls. The bodies were later recovered. Mr. Gronwald was Wasco County Superintendent of Schools and very widely known since his election in 1919. He was born (1886) at Faibault, Minn. and graduated from Baldwin Wallace College in Ohio (1905). He taught at Pendleton and The Dalles including coach of athletics. He was an accomplished musician, lover of nature and sportsman. He was survived by his widow Hazel and daughter Marilyn.--Ed Limmeroth scrapbook; Dufur Library.

(Every father in the county saw himself ending the same way under the same circumstances at the time).



Bailey Gatzert



The Dalles 1865 - First and Washington

Dr. Paul Vogt

Dr. Paul Vogt is a native physician of surgeon of The Dalles Clinic, born in 1910 the son of Max A. and Pauline(Reuter)Vogt of The Dalles. He was educated in The Dalles schools and a graduate of Stanford University(1932)and the University of Oregon Medical school in 1938. He completed his internship at Ancker Hospital, St. Paul, Minn. where he specialized in obstetrical work, orthopedic and general surgery. He served 5 years in the army during World War 2 and has recently been Dalles City councilman for 2 years. In 1937 he married Lucetta Alden of St. Paul and their children are: Paul Robert and Dorothy Anne Vogt.

Judge George C. Blakeley

Judge Blakeley, dean of Oregon druggists, was born at Brownsville, Oregon(1855)son of Capt. James C. Blakeley. His great grandfather Charles came over from Ireland to Virginia, was a veteran of the American Revolution and lived to be 80. His son Joseph served in the War of 1812 and later moved to Missouri where he farmed and was circuit judge for 26 years. His son, Capt. James Blakeley and the father of George of The Dalles, joined the emigration of 1848 with a large train of wagons, of which he was chosen Captain. There was nothing but the Methodist Mission at The Dalles when they passed through here, so they went on out to Tygh and around over the old Barlow road to Oregon City and settled on a Donation Land Claim at Brownsville where he became a stockman and where the family was all raised. He built one of the first flour mills in Oregon and erected the first store in Brownsville. He organized a company of mounted volunteers and fought as Captain of that company during the Rogue River Indian War of 1856 and afterwards became a legislative representative.

Judge George Blakeley of The Dalles was one of 11 children of that family. They all had long lives, there was not a single death among them for 75 years! His brother William of Pendleton lived to be 93; his father James lived to be 100(1913); his brother Henry of Brownsville was more than 87; James of Baker was 85(1938); George of The Dalles was more than 83(1938); Joseph of Kalispell, Mont. was the "baby" at 81 and his sister Margaret Smith of Butte was past 90! George Blakeley had been in the drug business in The Dalles since 1886 and celebrated the 52 anniversary of that business in 1938 and was congratulated by his fellow business men in May of that year when they said, "It is a privilege to extend to you our congratulations upon the successful operation of your business for more than a half century. While you have seen other business men come and go, we, who are younger in years of service believe we can learn and gain much through adoption of your example of kind helpfulness, courteous consideration of others, honesty and fair-dealing which has so prominently marked our association with you through the years." Fifty years of public service is always a remarkable record regardless of the type of service. He made friends of all and enemies of none.

George was educated in the schools of Brownsville and the Oregon Agricultural College where he took a pharmaceutical course and after his graduation he came to The Dalles in 1886 and worked for R.B. Hood, local druggist. The next year he and F.L. Houghton bought the store. In 1891, when the Oregon law governing operations of pharmacists began to function, Judge Blakeley recieved from the newly organized State Board of Pharmacy, certificate No. 6, which was really the first issued, for the first 5 were issued to members of the board. That same year he was named president of the Oregon Pharmaceutical Association, which held its first convention in Portland.

When Judge Blakeley began his profession in The Dalles, drug stores carried all the drugs in their basic state. When The Dalles doctors would start on their daily calls, in their old horsedrawn buggies, soon would follow a stream of callers carrying the prescriptions indicated by diagnoses. The druggist would then have to get buisy with his mortar and pestle, while the member of the family waited for the medicines to be properly mixed or concocted. This is quite a contrast to today's druggist who has wholesale and specialty houses which do their work for them, leaving the druggist little more to do than compounding prescriptions. (Ed Limmeroth scrapbook 2; Dufur Library).

Judge Blakeley was president of the Oregon Pioneers' Association in 1940; president of the Wasco County Pioneers Association; president of the Wasco County Bank(1919)which he helped organize; was Dalles City councilman and judge of Wasco County Court. In 1887 he married Mary Gorman. His drug store is now known as Morrows Rexall Drug Store. His home was at 221 E 4th across from the library/

Grandma Burgess

Part of the story of the Burgess family is on page 261 under Bakeoven; but after their retirement to The Dalles(1901)she spent 39 years of her life as a resident of our grand little city.

Ellen Smith Burgess occupied a place of honor at the 1940 session of the Old Wasco County Pioneers' Association for she was born at Wilbur, Oregon in 1854, the same year Wasco County was created. She was the daughter of Jasper Newton and Katherine(Hewett)Smith. In 1870 she was married to Tom Burgess. In 1874 they came to Wasco County and purchased the "Bakeoven Place" from Andy Swift, who had come to Wasco County a number of years previously.

During their years at Bakeoven(1874-1901)she saw a great amount of travel by stages, freight and pack trains. Their Bakeoven place was one of the most convenient and best known of any between The Dalles and Canyon City. All the freighters and travellers of those years were well acquainted with the Burgess family and on their long hard trips they looked forward to reaching the Bakeoven place for rest.

They retired to The Dalles in 1901 to live out the remainder of their lives amid pleasant surroundings. Two children were born to them, Newton Burgess who died in 1919 and Laura(Mrs.Dan J. Malarkey)of Portland. She had a brother C.E. Smith of The Dalles, Tom Smith of Spray and a sister Mrs. John Skelton of Skamania, Wn. When she first went to Bakeoven, the Canyon City mines were in operation and all the supplies for that area was purchased at The Dalles and taken by 8 and 10 horse teams, pulling 2 and 3 freight wagons. All that travel stopped at the Burgess place and Grandma Burgess witnessed all that travel activity into Central Oregon. She saw the change in mode of travel from horse to car and from wagon to truck or train. She took great joy in attending the Wasco County Pioneer meetings in May.

--Ed Limmeroth scrapbook; Dufur Library.

Alexander Nish, Last Civil War Veteran

Alexander Nish who died March 21, 1937, was the last lone surviving Civil War Veteran of The Dalles and when "taps" sounded at the age of 90, on his Chenoweth ranch (on Theatre Lane), the last member of the local J. W. Nesmith Post, Grand Army of the Republic, was laid to rest. Unlike most people, who reach an advanced age, his hearing was unimpaired and his vision good. He was often in attendance at meetings of the American Legion and was made a member of the post.

He was born Alexander McNish in Scotland (1847) and came to the U.S. at 8, with his parents who first settled in N.Y. and then Illinois where they farmed. His uncle, who lived on a nearby ranch, was captain of the local guard and during the Civil War the Uncle slipped the 16 year old lad and his brother into his company, a part of the 95 Illinois Infantry where he served 2 years and took part in a number of battles. He enlisted as Nish and continued to use the abbreviation. After living a number of years in Iowa he came to Benton county in 1883 later moving to Sherman county until he came to The Dalles in 1920. He was buried at Moro.

His children were: Mrs Grace Guppy, Beaverton; Wm. Nish, Tacoma; Mrs Elizabeth Nevils, Chicago; Charles Nish, Mikkalo; Mrs Lilah Hall, Moro and a brother David of Moro.

Dr. A. B. Stone

Dr. A. B. Stone, physician of The Dalles was born at Athena, Oregon (1878) and died at Pendleton 1937. He was educated at Athena and the University of Oregon Medical school. He first planned on teaching but decided in favor of medicine. He practiced for a time in Portland and Walla Walla before coming to The Dalles in 1918 with The Dalles Hospital firm. Later he was in the Mid-Columbia hospital with Dr. W. N. Morse. He liked athletics and served as high school athletic physician at games for 15 years. He was the son of E. H. Stone of Athena and San Diego. His children were: Genevieve of Portland; Sister Naadens Ann of Holy Names academy; Spokane; Gail, Ralph and Wm. of Portland; Rolland of Hood River and Kenneth, druggist of The Dalles, deceased.

Thomas J. Smith

Thomas J. Smith "never met a man he didn't know and didn't like". He was one of the most plain and common friends that we all enjoy meeting and talking with. It made no difference to Smith what your walk in life was, student, laborer, minister, business man, farmer or doctor, the greeting was just as warm and sincere for one as it was for another. At the time of his death (1937) he was janitor for the Mid-Columbia hospital and library. He was born in Iowa (1868). His Dalles home was on Sunset Hill.

Early he became affiliated with the Salvation Army serving with it in many cities of the middle west and California before coming to The Dalles in 1919. He had a burning desire to help the down and out man. He came into the world with nothing, gave all he had to those less fortunate and left the world with the knowledge of a lifetime of unselfish service toward his fellow man. Besides his widow Daisy, he had a daughter Ella; son Kenneth of Camas, Wn.; Thomas of Fullerton, Cal.; Merwin of Hollywood; James of Radersburg, Mont.; Ben of Yakima and Robert of The Dalles.

Charlie Burchtorf

In the "gay 90's" Charlie Burchtorf was Beau Brummell of The Dalles, one of the best dressed and amiable young men in town. His tall silk hat and finely pressed clothes made him a "mark" for other young men to "shoot at." No one, who knew him in later life, would have guessed that he set the "social styles" for the young men of The Dalles, before the turn of the century.

In later life he was the "bicycle mechanic" that every boy in town knew. He often said, "I have to take time out to talk to the boys because one of these days they will be the men of the community and if I don't have time to talk to them now they won't have time to talk to me later on." There is a lot of philosophy in that statement and it will take a long time for all the boys of The Dalles to forget good old Charlie, their bicycle friend in need, who was always at their service and never overcharged them. Even the banker used to bring over their adding machines, when they got so they wouldn't "think" and Charlie "made them think again" so they could go back to work for the banks or business houses.

Manny a hunter, whose gun wouldn't work, told Charlie his troubles and he made another hunter able to come back and tell a bear or deer story. When lawnmowers, knives, shears and other implements no longer cut, Charlie would sharpen them for use again. In the 21 years he ran his shop on Third street he estimated he rode his bicycle 75,000 miles. In his younger days he would cycle from 50 to 100 miles, in a day, and think nothing of it, if fish or hunting were involved.

He was born in Indiana (1874) and came to The Dalles with his parents at 4. His father worked in the railroad shops in The Dalles, the elder Carl being a carpenter and mechanic. He lived on west 6th and always said, "My day is divided into 3 shifts. I work 8 hours in the garden, 8 hours in the shop and spend 8 hours in bed; less time out for meals." His gardens proved the long hours. He got up so early (before daylight) that his neighbors often thought he had worked all night in the garden. He always got to the shop on time and those living along Third street swore "they could set their clocks by his punctual appearance each day." He only walked to work 3 days, he claimed, on account of snow. He was an expert lock, soldering and welding man. He just never got around to using electricity in his shop. On short winter days he simply closed up a little earlier and went home. Charlie and his bicycle were hit by a car and he died April 8, 1948, an important date, a date in Dalles history when all the boys lost one of their very best friends. He married Celia Jurgensmeir, daughter of Edward of Indiana. He attended Dalles schools and worked for Walther-Williams to 1918. His children were:

1. Mildred (Mrs. Carl Welch) of The Dalles; Mr. Welch is a railroader.
2. Ed Burchtorf, railroader of The Dalles who married Ruby Dugger.

He had a brother Carl, tinner of The Dalles; a brother Fred, a carpenter; a brother Ed, a butcher all of The Dalles and a brother Henry of Baker. The family has been here 74 years. Optimist story.

Golden Wedding Couples

In October 1838 The Methodist church of The Dalles honored the Golden Wedding pioneers of Wasco county, the only ceremony of this nature we have ever read about. In this day and age of "quick and easy divorces" it is fitting and proper that the names of those who have learned the lesson of cooperation, and who have been granted a long and peaceful life together, should be preserved in this record:

Mr. and Mrs. Levi Mays; Rev. and Mrs. F. L. Johns (71 years in 1952) Mr. and Mrs. Dean Bolton; Mr. and Mrs. W. O. Hadley; Mr. and Mrs. George C. Blakeley; Mr. and Mrs. H. L. Hallyburton; Mr. and Mrs. Hugh Chrisman; Mr. and Mrs. M. Remington; Mr. and Mrs. E. O. McCoy; Mr. and Mrs. F. L. Scott; Mr. and Mrs. H. C. Nielsen; Mr. and Mrs. Frank Creighton; Mr. and Mrs. R. W. Pinkerton; Mr. and Mrs. Adolph Walther; Mr. and Mrs. John Strahm; Mr. and Mrs. Ben Agee. Mr. and Mrs. Dean Bolton had been married 61 years in 1938.

Felix C. Sexton

Pioneer Sheriff of Wasco County and member of the firm of Sexton and Walther, hardware merchants; was born in Henry county, Tenn. (1854) the son of James and Melberry (Ellis) Sexton and went to Illinois in 1859 and later to Kansas where the father James died in 1872. He married (1879) Venelda Bradfield of Kan. The grasshopper invasion wiped them out in 1880 and when they landed in The Dalles that year he had exactly \$5 capital but he went out in Abraham Lincoln fashion and "split rails" for farm fences and worked on farms and finally bought a ranch 2 miles from Kingsley on which the family lived 13 years to 1894 when they moved to The Dalles to make their home and where he engaged in the feed business. He became deputy sheriff in 1898 and was elected to the office in 1902 and at the same time (1901) he entered into a partnership with W. E. Walther in the hardware business under the name of Sexton & Walther. He remained as sheriff to 1906 after which he bought the Corum ranch in Hood River valley, with J. P. Thomsen. He had also served as Dalles City marshal and counsillman. Children were:

1. Francis M. Sexton, proprietor Lane & Sexton Hardware store; bookkeeper for Stadelman Fruit and Ice Co. and prominent Chamber of Commerce and civic leader. His son Marion lives in Hawaii and Kendred lives in Vellejo, Calif.
2. Millie (Mrs. J.E. Whistler) lives in the Portland-Sherwood area.
3. Dora Sexton, Legion Auxiliary and Business & Professional Womens' Club leader of The Dalles.
4. Guy Sexton, died single.
5. Felix N. Sexton, steamboat man of Seattle and the Puget Sound area.
6. Harold Sexton, 20 years sheriff of Wasco county (1933-53) was born at Kingsley (1892); first job was herding milk cows on pony at The Dalles for 25¢ per day; was captain of the 1910 Dalles High school football team; served 22 months with the 68 artillery, 7 overseas in World War 1; married (1913) Veda Weber. Son Harold lives in Bend and daughter Elinor lives at La Grande.
7. Lionel W. Sexton was a merchant of Olympia, Wash.
8. Leona (Mrs. George Childs) Bend, Oregon.
9. Theodore D. Sexton, merchant of Bend.
10. Mrs. Belle McElroy, Bonnaville, Ore.

--Family history from Ed Limmeroth scrapbook; Dufur Library; biography by Francis Sexton of The Dalles.

Dr. Ben Morgan

Reading like a fairy tale is the story of the rise in the medical profession of Dr. Ben Morgan of the 3 Mile area of The Dalles, a barefoot boy of our local schools, who, by self denial and long hours of hard work became an anesthetist of world-wide reputation and eminent physician of Chicago (1937). Dr. Ben Morgan's gift to the medical world makes him one of the most outstanding men in the history of Wasco county! He started with the humblest of beginnings and with none of the advantages of modern school boys. He persevered with a doggedness which finally brought success.

He was born on the 3 Mile stock farm of Seth B. Morgan, pioneers of the 3 Mile area. He attended the 3 Mile country school and Dalles grade schools. Like a lot of other boys he wanted to be a "cow puncher" so he rode the range and broke wild horses on eastern Oregon farms for a number of years. Then one day, when he was almost 21, a particularly tough piece of horse flesh threw him off, over its head, and broke a number of his ribs. Broken ribs means painful breathing at every breath and he was miles from a doctor! The pain was "something fierce", and he tried a dozen methods of getting the broken ribs back into place, to relieve the pain while he rode to town, but he didn't know how! So right then and there he decided that he would be a doctor and prepare himself to meet similar emergencies, for himself or others, in the future.

It was a bold determination for he had little "book education" and no more money than a jackrabbit! But that fall he braved the jeers of the younger students and entered The Dalles high school (1907). Not only did the pupils ridicule him but his teacher took no pains to conceal the fact that as a student she considered him a promising cowboy! Just before graduation she asked the class what they planned to become and "the big Morgan boy" said he was going to become a doctor! She told him he had better forget it. Several times since, when he has been in Boston, Dr. Morgan has tried to contact that teacher but without success, so as to let her know that he did amount to something as a doctor.

Dr. Morgan and Dr. W.R. Taylor attended Rush Medical school and Northwestern University Medical school together and Dr. Morgan's interest in anesthetics came early, according to Dr. Taylor, and they roamed the Chicago streets together gathering cats and dogs for anesthetizing experimental contraptions. Later he studied in Germany; in 1914 was in base hospitals gaining experience where he made the "rebreathing bag" where gas is used over and over, purified by soda and lime. One of his machines was sold to The Dalles hospital and more than 1500 were in use (1937). He occasionally visits The Dalles and Portland and hopes to some day return home.--Ed Limmeroth scrapbook; Dufur Library.

The J. C. Egbert Family

J.C. Egbert was born near Fulton, Ohio(1838)and later moved to Iowa. In 1867 he married Susan Davis, native of Minn. the state where Herbert and George Egbert were born. In 1872 they went back to his old home state of Iowa where Clemmer was born then in 1873 to Colorado where Gertrude, Curtiss and Edward were born. In 1879 they pushed on to Oregon in 2 covered wagons. They had no Indian troubles but often had to stand guard at night in anticipation of thievery by Indians or "road agents". At Ft. Hall the military authorities insisted they wait for some miners to accompany them west, on account of Indian troubles. The delay made it impossible to cross the Blue mountains so they stayed at Union that winter and for the next 2 years.

When they started from Union they could not decide whether to go west or go to Texas. At the forks of the road they let the horses decide and due to their "horse sense" they came on west to The Dalles. At the summit of the Blue mountains Mr. Egbert spent the summer working for the railroad clearing right-of-way for the O.R. & N. Co. which was being extended east from Umatilla to the Oregon Short Line at Huntington. At The Dalles that fall(1881)the family lived in a cabin at 1005 east 2nd street.

Mr. Egbert pre-empted a quarter section in Douglas Hollow, above Emerson station, and in a dugout cabin that still stands(1937)the three youngest children Grace, Leola and Orion were born. The first 2 years we were in the ranch the grasshoppers ate the crops up so Mr. Egbert had to come to The Dalles and do teaming to make a living. He helped haul dirt to make the fill where St. Mary's Academy now stands, and hauled timbers for the O.R. & N trestle. During the blizzard of the winter of 1884 he was in The Dalles sick and Mrs. Egbert and the boys had to manage the ranch during the deep snow, 6 foot on the level and deeper in the drifts, on the ranch!

As soon as the roads were open Herbert Egbert(15)walked to town for supplies(17 miles)and carried them home on his back. When he came in sight of the house he called for someone to bring a gun as a lynx was following him but by the time the boys brought the gun the cat was frightened away. Later, one day, Edward(9)came running in from herding pigs and told mother that a large animal was after the pigs. Father being away mother went to a neighbor for help. The neighbor decided it was a mountain lion and advised mother not to disturb it, but she, fearing it would harm the children if left at large, loaded the old army musket and shot the animal through the head. It was during those years that we suffered and endured every privation incident to the life of a pioneer. No one was exempt. We all stood on common grounds, united as one community, to wrest a living from the virgin soil.

To the south of us lived the family of James C. Johnson, the grandfather of Dr. Dean Johnson and Ralph Johnson of The Dalles. The John Mann family lived near them. The A.S. Roberts ranch was further south. Anderson Obarr lived to the west. Perry Watkins lived at Emerson station and Tony Wilhelm lived near us in later years. The pioneer spirit prevailed, overcoming all obstacles until the bunch grass hills of Wasco county became a land of pleasant and prosperous homes.

---Story by George Egbert; published in The Dalles Optimist May 28, 1937; Ed Limmeroth scrapbook 2.

J. C. Egbert(1838-1930) Biography

Was born at Fulton, Ohio(1838)son of James and Catherine(Clemer)Egbert. Went to Detroit and then to Chicago; Des Moines; Kansas City;(1860)back to Iowa; 1863 to Hastings, Minn where in 1867 he married Susan Davis, daughter of Christopher and Clove(Stone)Davis and went west to Greeley, Colo. and LaPorte to farm but was ate out by grasshoppers so worked in Leadville mines to 1878 when the family headed for Oregon; stayed 2 years at Union; came to The Dalles in 1881 and filed on Douglas Hollow homestead in 1882 which was sold to the Fax Brothers about 1934. Their children were:

1. Herbert Egbert, state legislative representative; president of the State Farmers Union and Columbia Farmers Union; homesteader near father in Douglas Hollow; born Redwing, Minn. 1869 and died at The Dalles in 1929; married 1, Grace Johnson, daughter of Joel and Ellen(Trockell)Johnson and sister of James Johnson of Douglas Hollow who died in 1915. In 1925 he married Elizabeth Hall.No children.
2. George Egbert(1870-1948)who wrote the above family story together with sister Grace; married Hattie Furness and farmed at The Dalles and Kennewick, Wash. Their children were Curtiss Egbert of St. Maries, Idaho and Homer Egbert, Dalles bakery truck driver who married Evelyn Roe and have Harold, Myron, Charlene all of The Dalles.
3. Gertrude(Mrs. Jim Pepper)Wasco farmers who had Capt. George Pepper, manager of The Dalles ferry; Joe Pepper of Newport and Leola Pearl(Mrs. Wes Phegley)Rockaway, Ore. Cecil died single.
4. Clemmer Egbert(1872-1934)married 1, Clara Allen; m2 Lela Street; lived at Kirkland, Wash. and had Virgil of Vancouver and Ray of Walla Walla.
5. Dr. Curtiss Egbert, Olympis Dentist(1878-1938)married Dorsa Setzer.
6. Grace(Mrs. Lawrence Simmons) was for 22 years a Dalles school teacher and is the family historian who assisted with this history and biography.
7. Leola Egbert, school teacher of The Dalles and nearby country schools.
8. Dr. Melvin Orion Egbert, single, was a Puget Sound dentist.(1891-1918-flu victim).
9. Edward T. Egbert of The Dalles married May Harnes. His son Sheron is an architect of Portland and their daughter Irma(Mrs. Gordon Gedney)lives in Portland. Mr. Egbert was a fireman at the laundry for a number of years.

It is interesting to note that the family endured such severe hardships on the ranch in the early days that, with the exception of Herbert, none of the other members of the family ever cared to live on a ranch and engage in farming activities and sold the home ranch during the 1934 depression.

In the case of Herb Egbert, who left no heirs, his ranch is in control of relatives of his second wife; relatives of his first wife never having established their claim; nor those of Mr. Egbert.

The J. C. Egbert home ranch, now owned by the Fax Brothers, a number of years ago was the scene of the finding of bones of a Mammoth, like those found by Forest Hay at English, according to Edward Egbert of The Dalles. Some petrified trees are to be found on the Jim Johnson and Herb Egbert places and near the head of Rattlesnake Grade.

Max Vogt

The following story was read before the 1939 session of the Wasco County Pioneers Association by Judge Fred W. Wilson historian of The Dalles and taken from the Ed Limmeroth scrapbook; Dufur Library.

One of the outstanding and in many ways, not fully understood, characters of The Dalles was Maximilian Vogt. In the business world of The Dalles he bore a shrewdness but honest integrity. The details of his early life are meager for he was much adverse to any publicity and would never consent to have his biography appear in any of the write-ups of the town. We do know from the family history in Germany that both Max and Frank Vogt, his brother, were officers in the German army, in the war between France and Germany. German officers were always highly trained and when Max arrived in this country he was begged to go into the army, as an officer, but he said he had not been here long enough to know whether he would join the north or the south (during the Civil War 1860-65). He came to The Dalles in the early 1860's as a very young man, his first employment being with the Umatilla House. His savings enabled him to start in business for himself by the opening of a notion store in Front (First) street between Washington and Court. His business grew and prospered. He accumulated capital and established credit to embark in the General Merchandise business. He sent for his sister Phillipine and the two together began the building of what became one of the most prosperous enterprises in The Dalles under the name of Max Vogt & Co., which was himself and his sister. They erected a large brick building near First and Washington, which still stands.

His sister Phillipine married N.W. Chapman, bookkeeper in their store, very quiet man, not the talker his wife was. When the railroad built on Front street business there declined and Second street became the commercial artery. Max Vogt & Co. had acquired property in different parts of town and Max decided to retire from the merchantile business and became the biggest landlord in The Dalles. He erected business houses for renting purposes, the first being the Chapman block at 2nd & Washington. In 1890 he built the Vogt Block at 2nd & Federal; then a large armory at 3rd and Washington which included the elegant theatre, the finest in eastern Oregon (and north of San Francisco) which was destroyed in the fire of 1891 and replaced by a much less ornate affair. He took great pride in these handsome structures but not for long as the great fire of 1891 wiped them all out!

He was the greatest loser in that fire and it greatly discouraged him, so much so that he announced he would not rebuild them and for several years they stood as the fire had left them--only blackened walls and foundations. A wooden railing ran along 2nd street to keep people from falling into the gutted basements. Finally he recovered his spirits, borrowed \$50,000 at low interest and erected the armory, which was also used as a theatre on 3rd between Washington and Federal and which was later destroyed by fire and never fully rebuilt, as we see it today. He also reconstructed the Vogt Block, as it now appears with only 2 stories in place of the original three. He spent his declining years looking after his buildings, keeping them well painted and in good appearance.

He allowed himself no luxuries, dressed in old clothes which had many patches on them, ate frugally and where he could find the food the cheapest. But underneath of that character he was a very generous man and public spirited. He always helped the town with public subscriptions. At the time the Hotel Dalles was erected Ed. Williams was selected to approach him for a \$1000 stock subscription. Ed was liked by Max. He stated his proposition. Max exploded as usual, saying he had no money, that he couldn't pay his taxes, that he didn't intend to build any hotel because we didn't need one, then added, "Well, how much do you think I ought to give?" "Would \$3000 be about right?" Mr. Williams went away with the \$3000 check. That shows the true character of Max Vogt.--Ed Limmeroth scrapbook; Dufur Library.

Joe Vogt

Joe Vogt was born in Germany (1878) the son of Frank Vogt, clothing merchant of The Dalles and brother of Max Vogt, mentioned above and his sister Phillipine Chapman who had urged him to come to the U.S., which he did in 1878, engaging in the dry goods business until his death in 1919. They had 10 children but only 2 were living in 1938 when Joe died. His sister Elizabeth is the sole surviving member of the family and has acquired ownership and management of the above described Vogt estate. Joe Vogt operated a clothing store in Hood River from 1904 to 1919 on which latter date he took over management of the Vogt estate, living with his sister Elizabeth in The Dalles.--Ed Limmeroth scrapbook; Dufur Library.

James C. Thrall

James C. Thrall (1865-1936) widely known Kingsley merchant and Dalles auctioneer, lover of fine horses, was born at Rochester N.Y. the son of Dr. John H. Thrall, a Canadian physician and importer of fine horses which his son Jim helped show at Madison Square Garden in N.Y. He came to Kingsley in 1894 as a merchant, auctioneer and one of the best poker players of Wasco county. He was popular and a very widely known man. During World War 1 days he was associated with O.D. Martin as an auctioneer firm. He married Emma Vogt, daughter of Frank (above) and sister of Joe and Elizabeth. She died in 1921. The Thrall children in 1938 were: Mrs. Gus Zahn, Portland; Mrs. J.J. South, Portland; Wilma, Lex and Jack of Portland; Mrs. W.P. Uhlman of Seattle; Mrs. V.G. Nealy, Beaver Creek and George Thrall of Beaver Creek.--Ed Limmeroth scrapbook; Dufur Library.

A Thrall Auction Story:- On time Jim was auctioning off a registered bull and he said, "Ladies and gentlemen, this prize bull is the sire of 500 calves." A farmer's wife nudged her husband and said, "Hear that Hiram, sire of 500?" Hiram said, "Say Jim, was all those calves by one cow?" "No," said Jim, "There were many cows involved." "Hear that Mandy, hear that. I told you free love had something to do with it." If all the good stories Jim Thrall told could be bound in one volume they would make another one of America's "best sellers."

The JOHN Y. TODD FAMILY

The story of John Y. Todd, published in the August 11, 1939 edition of the Crook County News, went to Crook county in 1877, his wife Mary Campbell Todd following in 1879. John Y. Todd first came west with the army following the Mexican War of 1848, then returned to his home in Missouri; then recrossed the plains to the California gold fields in 1849; from there he came to Oregon by boat in 1852. He came to eastern Oregon in 1855, with the Yamhill volunteers, for service in the Yakima Indian War, helping to round up the Indians and put them on reservations thereby making the country safe for the settlers of the emigrants who followed him from the east.

He brought his wife and family to The Dalles in 1857 then moved to Tygh Valley where he raised cattle and established the first foot and pack train bridge across the Deschutes at Sherars for the miners headed to the gold fields at Canyon City and Boise. He sold their bridge (see under Sherars, to Robert R. Mays who in 1864 enlarged it for wagon traffic) and moved to Bend 52 years before there was a town at Bend, and raised cattle. Supplies and mail for Crook county, as early as 1862, was brought out over the Todd bridge and Dalles to Canyon City road. Freight teams took a week to haul a load from The Dalles to Prineville. Up to 1899, horse stages took a day and a night to make it from The Dalles to Prineville with passengers and the mail! Now it takes a car only 3 hours!

In his early days as a cattle buyer for himself and others, John Y. Todd brought in to Crook county the white face (Hereford) foundation stock.

He died in 1919 at the age of 89. He had put all he had INTO THE COUNTRY BUT TOOK NOTHING OUT! His wife died in 1928 at 88.

Mary Campbell Todd came across the plains with her parents in a covered wagon ox-team via the Old Oregon Trail in 1847. She was married to John Y. Todd in 1856. She suffered the privations of being one of the first white women settlers (1857) in Central Oregon who lived on the route between the Warm Springs reservation and the Indian fishing grounds at Celilo (at Sherars) and the Indians, while not war-like, were nevertheless bothersome for many years to the first settlers. She said they would come into the house, take the dishes off the shelves to look at them and nothing would be done about it! More unbearable was to have them come in and turn her babies up side down to see how their clothes were made! After she learned how to talk the Indian jargon she managed to get along. Sometimes the Indians got too much of the white man's fire water causing them to "go crazy or run amuck" and the white people had to hang a few of them now and then.--Ed Limmeroth scrapbook; Dufur Library.

Rev. Bronsgeest

Rev. Father Bronsgeest, for more than 35 years pastor of the Catholic church at The Dalles, died at Baker (Dec. 1918) after suffering from kidney trouble. He was one of the best known ministers of the gospel in the state of Oregon. Born in Austria about 75 years ago and educated at the noted college of Innsbrook, Tryol and soon after his ordination came to America and to Oregon where he spent the rest of his life. When he was first appointed pastor of St. Peter's church at The Dalles, that congregation was not nearly as large as at present, but there were many scattered Catholics in the country tributary to The Dalles and part of his duties was to look after these. The only means of travel at that time was on horseback and it was in this manner that he used to visit the members of his flock in the more remote sections of his parish. He carried a camping outfit with him, often camping for the night along the roads.

As a result of his labors many congregations were established and churches built at Kingsley and Dufur. For his labors and success in the pastoral line he was a few years ago elevated to the degree of Moseigneur. For the past few years he has been vicar general of the diocese of Baker City and last spring, when Bishop O'Reilly was transferred to Nebraska Father Bronsgeest was elected to the head of the diocese and it was while acting in this capacity that he died.--Ed Limmeroth scrapbook; Dufur Library.

The Episcopal Church

The activities of the Episcopal church at The Dalles date back to 1854 when Bishop Thomas F. Scott arrived to take charge of a mission embracing Oregon, Washington and Idaho and under him Rev. McCarty of Ft. Vancouver made visits to Ft. Dalles to hold services for officers and men and the first baptism was that of a son of Capt. John F. Noble of Old Fort Dalles in 1861, with Bishop Scott officiating. In 1859 Bishop Scott held services in the Wasco County courthouse, the only one between the Cascades and Salt Lake City. Rev. Tenny was pastor of the First Congregational church, the only active Protestant church in the frontier town. In the 1860's and 1870's Bishop Wells stopped to conduct services and he baptized B.W. Mitchell, husband of Naomi Pike (Mitchell) a member of the tragic Donner party who later married J.S. Schenk, pioneer banker of The Dalles.

In the 1860's Dr. Thomas Condon, geologist and pastor of the Congregational church permitted Bishop Scott to use that church for Episcopal services and to store robes and prayer books and missals. It was the reading of one of these prayer books that influenced Lulu D. Crandall, pioneer Dalles historian, to embrace the Episcopal faith. The cornerstone of St. Paul's was laid May 28, 1875. The church was consecrated by services of Dr. Reubin Denton Nevius who established 30 churches in the Pacific northwest, which won him the name of "Father of the Episcopal church of the Northwest." An addition to the church was built in 1883 and further improvements made in 1900 with stone masonry. In 1933 Remington Hall was built. Juliet Knaggs was one of the leading pioneer church women. Alexander Urquhart, who sacrificed his life trying to rescue a drowning man in the John Day in 1876, had first burial service. In 1890 the rectory, just south of the church was remodeled and the pipe organ was installed that year.--Ed Limmeroth scrapbooks; Dufur Library. (April 21, 1939).

The MASIKER--PRICE Family

This very fine history on the Masiker-Price family was especially written for this history by Capt. A. J. Price of North Bonneville, Wash., who was for years captain on the old Dalles ferry we all remember as the Western Queen. This story gives some early Sherman county history.

Palmire Eliza Trumble, my mother, was born in New York (1830) daughter of Solomon and Eluna Trumble. When 14 years old the family moved to Batavia, Illinois and when she was 17 she married George Masiker in Illinois who was also a New Yorker. In April 1852 with their 3 small children they started by covered wagon train across the plains to Oregon. The year before (1851) her father, two brothers and a sister Mrs. George Brown and her 2 small children and a cousin started out for Oregon. On the Platte river mother found her father's epitaph on the shoulder blade of a buffalo! On account of sickness and other causes mother's train dwindled to 10 wagons and when they arrived at Fort Boxelder (now Brigham City, Utah) in November they wintered there, coming on to Oregon in the spring of 1853, settling at Lafayette, Oregon where they arrived on the 4th of July.

The only ones in her father's party of 1851 to safely arrive in Oregon were the brother-in-law George Brown and his 2 children her sister having died on the Snake river and one brother died in California and the other at Fort Yamhill. The Masikers lived near Yamhill until 1860 when they moved east of the mountains to 15 Mile creek where Dufur is now located (Christman place on Dry creek). In 1862 they moved across the Deschutes river locating at Sand Springs, just north of Wasco, where they established what was later known as Price's Stage Station. George Masiker and his son William took some horses to the Caribu mines in British Columbia where they sold them. George Masiker died in April 1863 and by his own request was buried on the old home place at Sand Springs.

While living at Dufur, Carson C. Masiker wrote in 1927 that his mother, "Mrs. Masiker was the first teacher at the Fairbanks school built by Col. James Fulton in 1860 and the first pupils were James Fulton Jr, John Fulton, David Fulton, Emeline Newton, Alice Falcover, Wm. Masiker, Esther Masiker, Elmira Masiker and Carson C. Masiker."

Following the death of George Masiker, his wife married Samuel Price (1834-1921) who was born in Ohio, lived for a time in Iowa then went to Missouri. In 1860 he crossed the plains to Oregon with his brother John, an Indian fighter with Co. G of The Dalles during the Civil War. They left the wagon train at Tygh and father (Sam Price) stopped at Dufur and worked for the Horace Parker saw mill on Ramsay creek and in 1862 he worked for George Masiker on their stock farm at Sand Springs and following Mr. Masiker's death he and Mrs. Masiker were married in November 1864, the year The Dalles to Salt Lake City and Walla Walla stage line was established and the Price Stage Station was the first one on that run out of The Dalles. When the railroad was built into Kelton, Utah (1889) Kelton became the eastern terminal. They operated the Price Stage Station for 20 years and it became widely known, during that period of time, among travellers, emigrants and pioneers as a friendly "oasis in the desert" so to speak, where a meal could be bought and a bed for the night could be had by the weary traveller or freighter and his horses fed if need be. Stage horses were changed at our station and father raised horses to help keep the stage line supplied with good horses for that gruelling task. He also raised cattle to supply the table with meat and to sell to hungry emigrants or for market purposes. Father never drove stage as he and mother had all they could do to keep the station in proper operation.

They hired a teacher for several winters for myself and the Masiker children. In 1874 Mr. Eaton and father built a small school room where school was held for the two families. I went to school in The Dalles during the winters of 1879, 1880 and 1881 and that year (1881) the first public school house was built in China Hollow, near where the road from Wasco to Rufus crosses the hollow. The first teacher was Liza Jorey. The children were Martha Masiker, Emma Laura, Jesse Eaton, Elmer and Elsworth Gibson, Lulu and Ada Gerkin, Joey and Chester Soules, Hatty Corson, George Thomas, Elsie and Ida Medler, Leda and Molly Dunlap, Arvilla Tom, John Pugh, Harry and Asa Richelde, George Bunnell and Jay Price.

Father and mother operated Price's Stage Station at Sand Springs until the completion of the railroad in 1884 illuminated the stage line and they sold to Mr. Lone and moved across the Columbia river to Columbus (Maryhill) Washington and built a good home. Sam Price and Nathan Morris built the steamer Nellie which was used by the Grants Ferry Co. for several years. Then they built a shingle mill on Roman creek near the Block House in Klickitat Valley. About 1891 Dad and mother moved to Yakima, later to Kennewick and in 1903 to Hood River. In 1907 they went to Grants Pass where they lived with Martyn Masiker. Mother died there in 1914 and father died there in 1921. They were members of the Methodist church and are buried in Grants Pass.

The following biographies were taken from mother's bible given to her on her wedding day Feb. 23, 1847 by her father Solomon Trumble:

WM. W. MASIKER (1848-1924) came west by covered wagon with his parents remaining with them to about 1871 when he went to the John Day country near Spray and married Laura Henderson at Columbus, Wash. about 1875-6. He moved to Nigger Hollow in Sherman county (1882) and later bought the Ben Stark place where Maryhill Museum of Fine Arts is now located. Then he lived in Yakima and Kennewick and Spokane where he died in 1924 and is buried at Columbus, Wash. His wife died at 83 and is also buried at Columbus. A son Walter lives in Spokane and a daughter Palmira in California and a daughter Maie Shuller in Newport and a son Roy in Hood River.

Esther Masiker (Mrs. Jesse IMELER) was born in 1849 and came west by covered wagon with her parents remaining at home until her marriage (1865) to Jesse Imbler, son of David Imbler of Dufur whose daughter Martha married George Snipes (see story on pages 87, 88, 89). They moved to Summerville in the Grande Ronde Valley in 1868 and the town of Imbler, Oregon is now on their old place. Later they moved to Ashland where they are both buried. They had sons Albert and Ellis and Ray of Portland and a daughter Lily. Their granddaughter Cleora Spencer lives near Wasco in Sherman county.

CARSON C. MASIKER(1852-1935)Author of the History of 15 Mile Valley so liberally quoted and published in the Optimist in 1927; was born Feb.25,1852 making the trip to Oregon as an infant with his parents by covered wagon, remaining at home with them until about 1873 when he joined his brother Wm. in the John Day country, near Spray, where they raised cattle. About 1875 he married Jennie Parish and had a son George. Then in 1878 Jennie died and he married Mary Henderson of Columbus, Washington. They moved to Baker then back to Sherman county near Biggs, then went to Hood River and later to Elmira near Eugene where he died Dec.24,1935 and is buried at Hood River. His wife died at age 92 and is also buried at Hood River.

In the Optimist May 21,1921 he wrote, "Wm. Graham was the first settler in Sherman county(1858)on the east side of the Deschutes, then a part of Wasco county. He had a large family his oldest daughter Maria married Al South in Yamhill county in 1857 and came to Sherman county in 1866 finally settling at Willow creek. His daughter Jane married Charles Poole and were on the home place in 1861-2 remaining there until 1864 when they went to the mines at Boise. Mary married L.J. Bailey of Calilo. There was Josephine, Frances, Zella, Georgia, Martha, Robert, John, Tom; and the family finally all went to Lewiston, Idaho."

In this history we started in quoting Carson C. Makiker's History of 15 Mile Creek Valley on page 274 to 287, 298 and 306-307 and we acknowledge the debt we owe him for his written records.

His son George Masiker married Marie Paush and a son Elsworth lives at Lafayette, Oregon.

His daughter Maie married Albert Shiller and had Trella before she died.

His daughter Ivy married Emil Shiller and Ivy died. Then Maie and Emil Shiller married and they raised Trella.

His son Roy married his son George's widow and lives in Hood River. A son Carson was drowned when young and Clarence lives in Odell, Oregon. His daughter Vie married Don Crosby and have sons Bryce and Murray and a daughter Melva and after Don died his wife married a Mr. Chandler and live in Portland.

ELMIRE MASIKER(1854-1923)married Henry Barnum(1873)who was born in N.Y. and came west as a young man locating at Moro where he engaged in the cattle and horse raising business. He died in 1884 and was buried at The Dalles.L. Elvin Barnum the oldest son married Mollie Medler and they recently celebrated their Golden Wedding Anniversary(1947)and have 5 children of Moro. 2. LaDru Barnum married May Kunsman, was a stockman and later president of the First National Bank at The Dalles where he died in 1942. 3. Arthur Henry Barnum(1878-1948)married Maggie Farra of Moro and was a stockman raising fine Hereford cattle and pure bred horses. They had 3 sons of Moro. 4. Ora Barnum(1882)married L.L. Peetz who recently died and they had 2 sons and a daughter of Moro. Mr. Peetz was county road supervisor for many years. After Henry Barnum died Elmira married Allie West and moved to Otis, Oregon where they had Echo(Mrs.Bartlett), Hazel(Lake) and Leola(Church)of The Dalles. Elmira is buried at The Dalles.

George B. Masiker(1861-1879)went to the John Day country at 16 and during the Modoc Indian War was a scout(1876). He died of diphtheria in 1879 at the Prior Wilson ranch at Monument where he is buried.

Martyn J. Masiker(1863-1947)was born at Price's Stage Station at Sand Springs where he went to school and at The Dalles finished school after which he went to the John Day country and on to Drewsey. He drove stage several years and sheared sheep. He married Ollie Howard and had one son who died in infancy. He lived in Hood River for a time and in 1907 made his home in Grants Pass where he was sexton of the cemetery. He returned to The Dalles in 1945 and died here in 1947. He married 3 times his 2nd wife being Minnie Rymer and the last one Mary King.

Capt. Albert Jay Price, author of this fine family history and other historical articles was born Feb.3, 1866 near Dufur and grew up at Price's Stage Station just north of Wasco in Sherman county. First recollection was riding horses which I followed until I was 23. In 1885 I went to the Big Bend country with 700 head of horses working for C.I. Helm. In 1890 I delivered 300 head of horses which Mr. Helm had sold to Lumsden Brothers on the Frasier river in British Columbia. In 1899 I married Alice Waterbury near Goldendale. In 1892 I became captain of the steamer Nellie and worked for the Grants Ferry Co. 2 years where I lived before I moved to The Dalles and worked for the railroad there and at Heppner. From Heppner I went to Hood River. In 1905 I became captain of The Dalles ferry Western Queen on which I worked until 1917 when I went to Portland where my wife and I separated in 1919 and I then returned to The Dalles and became superintendent of the First National Bank building in The Dalles. In 1925 I married Mrs. Nina Griswold and moved to Beacon Rock, Washington and am now living at North Bonneville, Wash. My daughter Lela(Mrs. Frank Scholtes)The Dalles have James, Frank and William and a daughter Alta Jane. James Scholtes married Marita Harden and they have Glen Jay, James Barry and Ronald, Frank Scholtes married Norma Jean Heyand have Brian Lee; Wm. Scholts married Betty Welborn and Alta married Walter Stevens. I will be 87 Feb. 3, 1953.

When the Imbler family crossed the plains(1852)George Snipes wanted to marry his daughter Martha but the old man objected so George had to steal the girl at Dufur during the night and took her to The Dalles where they were married and lived all their lives. It was many years before David Imbler forgave them but he finally did. Martha Imbler was a sister to Jess Imbler who married Esther Masiker.

The lonely grave of George Masiker, on the Anderson place 6 miles east of the mouth of the Deschutes river was, in May 1938, marked by a concrete monument by Capt. A.J. Price and Martyn Masiker, the first white child born between the Deschutes and John Day rivers and the only living Masiker child(1938)and was in attendance at the Old Wasco County Pioneers' Association that year and on the Sunday following the meeting 22 decendents of the family gathered at the George Masiker gravesite and placed a concrete marker there in place of the old wooden headboard which had been there 75 years.

We are especially pleased to have Capt. Price establish the relationship of these families for us and to also establish that of David Imbler as the father of Martha Imbler sister of Jesse Imbler who married Capt. Price's sister Esther Masiker for no one else was able to make this confirmation, and something about Carson C. Masiker who left a fine written record for us.

James Benjamin Swett (1838-1923)

James Benjamin Swett was a Quartermaster Sergeant in Capt. Curray's Co. C. of the First Oregon Cavalry, serving under Col. Benjamin Alvord of Old Fort Dalles from 1861 to Dec. 9, 1864, 3 full years during the Civil War, fighting Indians all over old Wasco County in the early mining days and building many of the military camps we read about in the campaigns of that period and could tell enough Indian stories to fill a western "best seller" had they been recorded. He was also a Pony Express Rider on the Portland to Yoncalla run before they had stages in the early 1850's. He was born at Fort Wayne, Indiana and fought Indians in the valley before he came to eastern Oregon. After his discharge at Fort Vancouver he married (1865) Julia Potter of Oregon City, the daughter of Wm. and Elizabeth (Fowler) Potter. The family seemed to have 2 homes between 1865 and 1882, one at Oregon City where some of the children were born and one at Lookingglass in Douglas county where some were born which indicated he freighted by wagon and or drove stage or both between these two points for 15 years or so before they moved to Prineville in 1882 for a short period and then to Ellensburg, Wash. Mr. Swett freighted between The Dalles and Ellensburg, until the completion of the railroads into Yakima and Ellensburg and crossed the Columbia river, on the ice, with 8 horses and two wagon loads of freight. The freight stopping points were the grist mill at Centerville, Satus Pass, Toppnish creek, Yakima, Wenas creek and Ellensburg a full week of 7 days each way. Their children were:

1. Charles Henry Swett of Boyd who was born near Oregon City (1867) remaining with the family until he homesteaded at Boyd (1888) and married Mrs. Alice Potter daughter of John and Lucinda (Moore) Hanna, 1870 homesteaders of Dufur who came to Oregon with the "big emigration" of 1852. Children:
 1. Elmer Swett, farmer and Dalles postal employee who married Minnie Hogue and had Eleanor (Mrs. Bernard Landreth) Eugene and Charles Swett of The Dalles now in the navy.
 2. Earnest Swett, single, Dufur farmer.
 3. Annie (Mrs. John Godknecht) Boyd farmers who have: Margaret (Mrs. Dick McGregor) Tigard; Dorothy (Mrs. James McGonigal) Seattle; Annie, single.
 4. Thomas L. Swett, The Dalles, married Bertha Spickerman and have Jacquelin (Mrs. Bud Orr) The Dalles.
 5. Ada (Mrs. Edra Tidwell) farmers on 12 Mile Ranch (Wasco) above Boyd and have: Ted; Phyllis; Dennis; Christine and William. (For more about Wasco see pages 298 and 329).
2. Mary (Mrs. George Roland) of Lewiston, Mont. was born at Oregon City in 1869.
3. Eva (Mrs. E.N. Fowler) R.I., Sheridan, Ore. was born at Oregon City in 1871.
4. Allie (Mrs. George Dewese) Ellensburg, Wash. was born at Oregon City 1873.
5. Cornelius "Neely" Swett, the blacksmith of Boyd was born in Jackson county at Lookingglass in 1875, moved to Boyd in 1894 and in 1912 married Lucy Hanna, daughter of John and Hattie (Spitler) Hanna of Dufur and their children were: 1. Percy Swett of Scappoose who married Alma Trulliner and had Helen; 2. James B. Swett, Dalles Tie Plant worker married Mallise Morris; 3. Marjorie (Mrs. George Michaels) Wasco who have Wm. Michaels of The Dalles; 4. Nora (Mrs. Kenneth Miller) Dalles Tie Plant; 5. William Swett of Wasco; 6. George Swett Dalles railroader married Georgia Morris and have Mary Hall, Rockaway.
6. Wm. Swett, Port Angeles, Wash. born at Lookingglass in 1880.
7. Sadie Swett, R.I., Sheridan, Oregon was born at Lookingglass in 1877.
8. Marian Swett of The Dalles and Boyd was born in Prineville in 1882; remained single.
9. Frank Swett, single, of Ellensburg where he was born in 1884 and remained single.
10. Henry Swett, single, of Silvertown was born at Ellensburg in 1889.
11. Robert Swett, Fairbanks farmer, born at Ellensburg in 1897 and married Ruth McKee of The Dalles. There is 30 years difference in ages of Henry (1867) and Robert (1897) and the only time all the children ever sat down at a table and ate together was when their mother died at Ellensburg in 1930, and she was Julia Potter daughter of Wm. & Elizabeth (Fowler) Potter 1849 emigrants to Oregon City.

Pat Foley Family

Pat Foley (1887-1933) owner of the Hotel Dalles and prominent Chamber of Commerce and American Legion leader who died in 1933 of spotted tick fever caused by a tick bite while in Central Oregon on a hunting trip in November 1933. He had attended the University of Portland and then became a cow-puncher for a time before helping his father operate their hotel at La Grande. He liked cats and kept many fine pedigreed breeds in the hotel lobby for the pleasure of customers. He also exhibited snakes and bears. He owned the La Grande baseball club. After he came to The Dalles and acquired the hotel here he bought Thornton Lake as a game preserve, raising wild ducks and geese as well as keeping a fine dairy herd, some good hogs and at one time had a buffalo out there. At Heppner and La Grande the children remembered him for free Thanksgiving dinners he gave to the poor; and at The Dalles the children at St. Marys Academy remembered him for their playground equipment which he gave them. In World War 1 he enlisted in the infantry and became a lieutenant drilling soldiers and after the war was very active in Legion affairs here in 1919. After his death on Jan. 4, 1934 his estate was appraised at \$104,673 and in Feb. 1934 his wife sued the Mutual Life Insurance Co. of N.Y. for \$25,000 to test whether a tick bite was an accident and if so to collect double indemnity. She was Mercedes Horan of Scranton, Penn. Their children were: 1. Pat Foley Jr. Dalles Service Laundry owner and World War 2 veteran who married Laurine Haynes and have Pat Jr. and Richard; 2. Jerome Foley, single, manager of the Hotel Dalles and naval officer in World War 2; 3. Thomas Foley, co-manager of Hotel Dalles, single; Marie (Mrs. Richard Litfin) San Francisco where Mr. Litfin is with the United Press and their children are: Maria; Thomas; Mercedes; Anthony and Agina, twins; 5. Mercedes (Mrs. James Kelley) Mr. Kelley is a Dalles business man and farmer and their children are: James Jr.; Diane and Mark.

The Hotel Dalles Co. Incorporation papers was filed April 10, 1908 with a capital of \$75,000 in stock sold mostly locally. In Sept. 1943 Foley Lakes Farm was sold to Rudy Walters.

"Billy" I. N. Wiley by Fred Lockley

Billy Wiley has lived in The Dalles since 1860 (Oregon Journal March 16, 1927). He has served as ferryman, butcher, livery stable operator, prospector, miner, freighter, pack train operator, stockman, stage station operator and 15 Mile creek rancher. A brother Charlie lived at Tillamook; Nathan lived on the old Wiley place at Rex; Julius lived at Grass Valley and a half sister Molly Winters lived at Amity.

"I was born in Cleveland (1839) and was 19 in 1858 when I went to work for Blodgett, who owned the livery stable and hotel at Stevens Point, Wis. Stephen A. Douglas had an almost national reputation in those days. Abraham Lincoln was considered a long-legged, awkward, unclouth country lawyer; while Douglas was looked upon as a statesman. People thought Lincoln was an ambitious politician who would never get very far. They liked him because he was a good story teller and a natural mixer, but he was no orator and he wasn't considered in the same class with "the little giant", as they called Douglas. Douglas was a U.S. Senator and was running for re-election. He was looked upon as a future presidential candidate. On June 16, 1858 the Republican state convention met at Springfield and passed a resolution endorsing Abraham Lincoln as the 1st and only choice of the Republicans of Illinois for the U.S. senate, to succeed Stephen A. Douglas.

"Wherever Douglas spoke he created great enthusiasm. In July he spoke in Springfield and elsewhere in Illinois and late in July Abraham Lincoln sent a challenge to Douglas to hold a series of joint debates at Ottawa, Freeport, Jonesboro, Charleston, Galesburg, Quincy and Alton. The one who opened the debate spoke an hour and the other would speak 1½ hours, then the first would have ½ hour to demolish the other one's arguments. Mr. Blodgett was asked to furnish a good team and rig to take Lincoln and Douglas to the various places where they spoke. I had worked in a livery stable and was a good driver so Mr. Blodgett assigned me the job of driving them around the country! I met them at Warren, Illinois on the Illinois Central railroad. They put in 100 days on that campaign! I only drove them about 3 or 4 weeks. Douglas made 130 speeches between July and November and I guess Lincoln made about the same number! Douglas was always trying to get Lincoln in a corner and make him ridiculous, but he couldn't do it!

"There were 3 seats in my rig. Lincoln and Douglas sat in the back seat. As we drove through the country I would often pick someone up, who was walking to town to hear the debate, and Lincoln and Douglas would ask them questions about their political views and questions of the day. Once in a while some man I picked up would know either Lincoln or Douglas, but usually they didn't. Sometimes they would roast the tar out of Lincoln and sometimes they would jump on Douglas with both feet. Douglas was a polished man. Lincoln was homely and kind and awkward and while Douglas had a deep, booming voice Lincoln's voice was higher and while you could hear him plainly, people seemed to take to Douglas much better than to Lincoln. I suppose it was because Douglas was a U.S. Senator and had the giving out of jobs and offices, while nobody supposed Lincoln would be elected, so they paid more attention to the well dressed Douglas than to the one who was trying to get his job in the senate. I certainly used to enjoy hearing Lincoln tell stories. You can't understand how strong the feeling was before the Civil War. Now-a-days every school boy looks up to Lincoln but in those days they abused him like a pick-pocket! My! how the southerners hated him! If the Democratic party hadn't split Lincoln would never have been elected! Who did I vote for? Why for Douglas of course!

"I crossed the plains in 1860 to Oregon and voted at The Dalles! My vote was challenged! Orlando Humason carried the contest about my vote clear through the courts to prove I had a right to vote! When I was running my stage station near Antelope, they held a kind of a local fair there. A young fellow from Pendleton, who told me his name was Sam Jackson, stopped with me for 5 days. He was taking subscriptions and writing up items for his paper the East Oregonian at Pendleton. He was a mighty pleasant spoken young fellow and he took a whole lot of subscriptions.

Orlando Humason was one of the pioneer settlers of The Dalles Landing, as it was called then. The first house put up in The Dalles in 1851 was by Allen McKindley and was used for a store by a man named Nugent. Later Henry M. Chase had charge and still later John A. Simms. By 1853 there were a dozen or 15 permanent settlers at The Dalles among them being W.C. Laughlin, C.W. Denton, Orlando Humason, Jonas Mosier, Dr. Shaug, John Simms, Cushing and Lowe and a few others. Dr. Shaug had his store in a tent on the bank of Mill creek at First. The following year he put up a cabin. Mr. Foreman built a blacksmith shop in 1853 and the same year Lt. Forsythe built a 2-story frame house operated by Col. N.H. Gates under the title of Hotel Dalles. Later Z.F. Moody bought it. In 1854 Wasco county was created with The Dalles as county seat. Lt. B.F. Forsythe of the 4 U.S. Infantry laid off the townsite. In Sept. 1855 at a mass meeting a board of trustees was elected to serve as officers of the settlement, they being W.C. Laughlin, R.D. Forsythe, J.C. Greer, W.H. Fauntleroy and Orlando Humason. This was prior to the granting of the charter by the legislature. At this first meeting it was agreed that the first election for city officials should be held April 7, 1856. By 1857 The Dalles had a population of 300. On June 26, 1857 a charter was granted to Dalles City. On next June (1927) The Dalles will be 70 years old. (It will be 88 years old June 26, 1953).

As stated in the first paragraph, I.N. Wiley was first a miner in the Canyon City country. Then the need for supplies for the mines became so great he turned to operating a pack train from The Dalles to the mines, before there were any roads to operate wagons over from 1860 to 1864. Soon as trails were made passable by the soldiers to take wagons with them on their expeditions into Central and Eastern Oregon, all then a part of Wasco county, I.N. Wiley freighted to the mines with wagons. As the roads became good enough for stage coach service, he then operated the Antelope stage station and drove stage for a time. Following that he ranched for a while then came into The Dalles and acquired the Ward & Oaks Livery Stable where the auditorium is now located. The Legion parades his old cab and the Prineville stagecoach which he kept at his stables.

Portland Adams

Portland Adams, father of Ed Adams, owner of the Central Machine & Welding shop at 718 E 3rd which does so much work for farmers; was the first white child born in Portland (1847) in one of the first three original log cabins at Front & Oak streets in Portland, son of Epiem Martin and Sarah (Bidell) Adams 1847 emigrants via the Whitman Mission at Walla Walla. The family moved on to McMinnville where E.M. Adams took his Donation Land Claim. Portland Adams married Minerva Arthur daughter Richard Arthur an 1843 emigrant who was led west in that first emigration by Dr. Marcus Whitman of Walla Walla mission, and settled at Arthur Prairie on the Clackamas river.

Ed Adams of The Dalles was born at McMinnville (1878) and came to The Dalles in 1908 working for J.B. Kirk's Dalles Iron Works at 720 E 2. In 1920 he married Ethel Mayfield and had Beane (Mrs. Kenneth Disney) newspaper woman of Portland. Ed Adams has operated the Central Machine & Welding Works for 28 years starting with a small shop and little equipment and having only \$15 left after he paid that first month's rent. Thru the years his business has grown as the good word about his work spread wider and wider until he outgrew his first location on Jefferson street and built his own shop on Third street. During the late World War 2 he taught welding classes at night and promoted the war effort in that manner.

Growth of Portland

It is interesting to note some of the things that made Portland grow since his father Portland Adams was born there in 1847. Wm. Overton is credited with being the first settler in Portland in 1844 and he pointed out some of its advantages to A.L. Lovejoy and offered him half interest in his claim at Front & Washington if he would stay and did. Then Overton met Francis Pettygrove and peddled him the other half of his Donation Land Claim for \$50, that sum being what the first citizen of Portland thought the place was worth!

Lovejoy was from Mass. and Pettygrove from Maine. One wanted to name the place Portland and the other favored Boston and they flipped a coin which came up Portland. They cleared a little patch of land at the foot of Washington street and built a log cabin, then laid off some of the lots and blocks, but for the first 3 years nobody thought they were worth anything and went on by protesting that it would cost more to clear the land of the brush and trees than it could be sold for after it was cleared! But Pettygrove put up a store, in the little clearing and James Terwilliger started a blacksmith shop "way out in the woods" and Daniel Lowndale put up a tannery nearby, where the Multnomah Athletic field is now and the existence of that tannery and blacksmith shop "advertised Portland" among the farmers and stockmen. John Waymire's double log cabin was the first hotel in Portland which "sold meals & bunks to spread blankets on". Bill Bennett started cutting and selling shingles, an article in great demand in that rainy country. J.L. Morrison put up a store on Morrison street, so named to advertise his store. In 1851 Pettygrove sold out and went to Port Townsend, Wash. to "build another city". Bill King, the politician from nowhere, seen to it that Portland got all the legislative breaks.

But the big thing that "made Portland" occurred one year after Portland Adams was born, when in Aug. 1848 an OCEAN GOING STEAMER TIED UP TO A PORTLAND WHARF! That was not only real excitement but that was the break that turned the place from a struggling village into a sea port! The captain of that first boat told about the gold strike in California and sailed away with all the picks and shovels and other miner's gear he could buy and also nearly depopulated the little village of all its footloose men who made the mad dash for gold. The enormous demand for food, lumber, wheat, potatoes, clothing or anything for sale made Portland a "gold mine" for merchants and early emigrants and farmers.

In 1856 Portland was credited with a population of 1800. By 1860 it was 2800; 1870 8200; 1880 it was 17,000; 1890 48,000; 1900 80,000; 1910 207,000; 1920 258,000; 1930 301,000 and now 400,000; and all of that growth can be credited to shipping activities of the Port of Portland. In 1856 the business section on Front street in Portland was not as large as that of The Dalles! There were a few log cabins and clapboard box houses scattered as far back as 8th street and as far south as Jefferson but west of First street there was no streets or roads, only deer paths in the forest! East Portland was an unexplored "wilderness as far as the eye could see" and a "sail ferry" took foot passengers across the river to hunt bear, deer and other mountain game in "east Portland", and to connect with the road to Milwaukee, Oregon City and the Barlow Road. Up to 1890, no one ever thought of Portland as amounting to anything as a city, but that year the railroads made Portland their terminal and junction with the ocean steamers for world commerce and that "2nd break" really made Portland the "big city with the bright lights" that all Oregonians are so proud of. Historically it has very little of interest, as compared to Wasco county, Oregon City, Salem and other Oregon places.

Enoch E. Anderson

Enoch E. Anderson was born in Sweden (1866) son Rev. Carl, a Lutheran minister and Kathrina (Broman) Anderson. He came to the U.S. in 1884 and worked 6 years for the railroads in Nevada, California and Oregon before settling on a 400 acre place he bought in Dry Hollow just south of The Dalles in 1890. He married (1891) Julia Ryan, daughter of Thomas and Catherine (Morrissey) Ryan emigrants from Ireland to California (1884) and homesteaders at Kingsley. Their children were:

1. Carl Anderson, carpenter and contractor of The Dalles who married Adeline Brown and have Melvin Carl Anderson of The Dalles.
2. Gus P. Anderson, single, of Stockton, California.
3. Kate (Mrs. Ole Holmes) of The Dalles who have Marjorie; Lloyd of Bakeoven; Elsa of Stevenson and Leola of Seattle.
4. Lucielle (Mrs. Roy Carter) Dayton, Washington.
5. Selma (Mrs. Vivian Cantrell) Portland.

(Data by Carl Anderson of The Dalles).

The Andy Allen Family

Andy Allen owner and operator of the old Brooks & Beers Feed Yard, the oldest in The Dalles, was born in Polk county (1848) son of James M. and Hanna (Riggs) Allen who came west with the Meek "out off train of 1847" that got lost out in Central Oregon, the members of the train nearly starving to death until finally rescued by missionaries and Indians from the Methodist Mission at The Dalles and guided down to The Dalles where they buried their dead, treated their sick and injured and went on down the Columbia on rafts, canoes, batteauxs, etc., the Allens going to Polk county where they settled on their Donation Land Claim.

Andy Allen built the first flour mill in Prineville, then a part of Wasco county, with his father, and taught school in Crook county. He was well educated and an expert accountant. He operated a stock farm at Neabeek, just above Freebridge on lower 15 Mile, where he raised cattle and horses in 1890. He was a great lover of horses and one of the best horse trainers in Oregon and followed the horse show circuits all over the northwest winning some money, many prizes and great honors for himself and mounts. Still later he built the flour mill at Boyd where he lived a number of years before he became a feed yard a livery stable operator in The Dalles. He also taught school at Dufur. He married (1871) Lucy Smith daughter of Henry and Sophia (Cook) Smith and their children were:

1. Sylba (Mrs. D.D. Bolton) of The Dalles and California (biography under Bolton family of Rice).
2. Glenn O. Allen, prominent and well liked Justice of the Peace of The Dalles, deputy sheriff, postal worker, bookkeeper and W.P.A. historian who married Iva Linn Guffey and had Linn Allen of Fresno, Calif. who married Marian McHale and has Linda and Thelma. Glenn died May 26, 1951.
3. Mable (Mrs. John Miller) The Dalles and Portland, Mr. Miller being a groceryman of The Dalles and their children were: 1. Esta (Mrs. Austin Smith) Portland high school teacher who has Dorothy Verla Smith; 2. Verla Edith MacDonald of Portland.
4. Owen Allen, West Linn who has: Leland; Don; Remona and Mrs. John Gary.
5. Edith (Mrs. W.I. Blinstone) West Linn who has Marda Garey and Carol Chapman.
6. Mernie (Mrs. Jackson) died 1918.
7. Wayne Allen of Milwaukee married Hattie Coose and has Glenno Staples of Bend.
8. Delta Allen died single in 1907.
9. Gladys (Mrs. Wm. H. Nelson) 1514 SE Main, Portland who furnished this biography and who had Otis.
10. Uarda Allen Baumgart of 1800 SE 39 Portland.

John W. Allen Family

The John W. Allen family were also Freebridge farmers, yet no relation to the Andy Allen family, who were their neighbors. The John W. Allen family came to California during the gold rush period by covered wagon train, the Grant family being members of the same train. He married Kitty Grant who was just a very small child whom Mr. Allen used to carry in his arms, on the journey west and were married in the late 1860's. Their children were:

Douglas Allen (1870-1943) Dalles real estate man and an old stage coach driver on The Dalles to Canyon City and Dalles to Prineville runs and other stage coach runs in Central Oregon. He was born at Volcano, California in 1870 and came to The Dalles in the 1890's. At the time of his death in 1943 he was survived by his mother Kitty Allen; a brother David Allen of Portland and a sister Belle (Mrs. James Johnson) of The Dalles mother of Ralph and Dr. Dean Johnson. (Data by Ralph Johnson).

Stephen Adams Family

Stephen Adams, around the turn of the century in 1900 was a prominent grain and wool buyer of The Dalles. He was born in Penn. (1829) son Abner and Zerueah (Griswold) Adams, a decendent of the John Quincy Adams family. He came to Jefferson, Oregon to establish his Donation Land Claim in 1853 by ox-team but asthma drove him to Grant county (1871) where he engaged in the stock business until 1880 when he came to The Dalles as a wool buyer for the Oregon City Woollen Mills and later became a grain buyer. He lived in The Dalles for 25 years and was director of school district 12 for 9 years until his retirement in 1898. He died in 1903. He had married (1849) Nancy Cox daughter of Ben and Elizabeth (Vangilder) Cox, the Cox family having come west with the Adams in the same train, Mrs. Cox dying at Oregon City in 1853 while Mr. Cox died at Camp Watson, where Dr. Wm. Shackelford was in attendance in 1878. Children were:

1. M.D. Adams, farmer of 3 Mile, born in Marion county (1855) went to Grant county with family (1871) where he engaged in the sheep business for 18 years. In 1896 he moved to 3 Mile on a 200 acre place with 45 in fruit. In 1881 he married Laura Pepper at Canyon City, daughter of John & A.M. (Prather) Pepper. Their daughter Effie became the wife of Ashford Ferguson of The Dalles and Mrs. Adams died in 1887. Their daughter Elizabeth became the wife of C.M. Brown whose son Harry Brown is a carpenter of The Dalles. Mr. Adams second marriage (1893) was to Leela Hendricson daughter of Marion and Laura (Bennett) Henderson, 1853 pioneers to Oregon; and their children were: Pearl; Ruby; Earl and Della whose whereabouts are unknown.

Edward E. Ball (1881-1943)

Grocery and hotel man of The Dalles fell off a stool, dead, at the Bank Hotel which he had owned for 17 years, August 15, 1943. He was born at Lawler, Iowa in 1881 and came to Klondike, Oregon as a merchant in 1901, then later came to The Dalles and became owner of the Parlor Grocery at 110 E 2 which he operated in World War 1 days up to 1926 when he became owner of the Bank Hotel at 209 E. 2. He was survived by a wife Mary.

--Obituary of Dalles Chronicle. (Newspapers hate to go back a generation to give parents names so we do not know who Ed was the son of.)

Alexander Anderson

Alexander Anderson was a Civil War Veteran farmer of the Chenoweth district and Dalles business man; born in New York (1836) son John & Margaret (Sims) Anderson of Scotland, whom died in Illinois after migrating there in 1845. Following the Civil War he came to the mines at Boise and in 1865 became a carpenter in Eugene. In 1879 he came to The Dalles and bought the J.F. Powers furniture store which he operated until 1884 when he sold out and "retired" to a 320 acre fruit ranch on the river west of The Dalles, also raising stock, poultry and vegetables for the Umatilla House. In 1867 he married Sarah Powers, the daughter of Ben an 1852 emigrant to Oregon and their children were:

1. Minnie (Mrs. H.L. Kuck) whose husband was a harness and saddle shop owner at 702 E 2 and they lived at 502 E 4 where their son Earnest Kuck, well known Dalles stockman, was born; their other son Harry Kuck became a newspaperman.
2. Nellie (Mrs. Fred Wetle) of Chenoweth creek still lives on part of the old Anderson place which is still one of our smaller but well known Angus stock farms of Wasco county.
3. Albert Anderson died single. ---History of Central Oregon.

Johannes (John) Blaser

John Blaser, early Dalles blacksmith and wagonmaker, was born in Switzerland (1856) and became an officer in the Swiss army in 1876 and soon as his service was complete he came to the U.S. (1878) where he went to Nebraska and Green River, working with the railroad which he followed on west and worked in the Albina railroad shops. On his trip west, he was one of the very few men that have "shot the Hell's Canyon Rapids of the Snake river and lived to tell about it" by floating down the Snake river in an open boat, portaging at Celilo, lowering the boat by ropes down over the Cascades and on to Portland. They had some minor Indian trouble but made the trip successfully. While working at Green River, Wyoming, in their spare time, they built a monument back of the Green River depot, which still stands and which no one remembers what it was built for, as it has no significance being built "just to kill time." Mr. Blaser became a citizen of the U.S. at The Dalles in Judge Bradshaw's court in 1892 at which time he was working for the railroad here building railroad cars. He worked for Fred Skibbee a while before he started his own wagon shop with George Thompson at what is now the Tum-A-Lum Lumber Co. location (806 E 2) and Dalles Soda Works at 800 E 2.

In 1884 he married Marie Spichiger of Switzerland who came into The Dalles on the first passenger train from Green River to Portland and The Dalles: Her ticket from New York called for passage on the train to San Francisco and thence by boat to Portland, but just before they got into Green River the conductor came through the train and announced that a train was being made up in Green River to go on through to Portland and all those desiring to make that first train trip could transfer in Green River which Miss Spichiger did. The roadbed from Green River west was new and the train ran very slow with many stops, sometimes for hours waiting for construction trains, workmen and many other reasons. That first train had old oil lamps for lights, old barrels for heating stoves and pretty hard seats to set up in and try to sleep or ride comfortably for several days. Julius Sandoz, another lifetime Mill creek farm resident of The Dalles was likewise a passenger on that first train from the east into The Dalles in 1884. The trip from Green River to The Dalles took 5 days and 5 nights and were 2 weeks from Omaha to The Dalles, but that was lots shorter and faster than going on to San Francisco and back up by boat. The Blaser family have lived at 314 Monroe street for more than 70 years. Children were:

1. Bertha Blaser, a department manager for A.M. Williams, died single of flu in 1918.
2. Victor Blaser, single, bottler at Dalles Soda Works.
3. Walt Blaser, Dalles carpenter and contractor and co-owner of The Dalles Soda Works for more than 15 years; served in army during World War 1 and on Dalles City council and Dalles school board; married Cora Dickenson and has son Johnny Blaser, coach at Sheridan, Ore.
4. Hans Blaser, machinist and mechanic for Dalles Iron Works and railroad; was Wasco County traffic officer and guard for Queen Marie at dedication ceremonies at Maryhill Museum of Fine Arts November 3, 1926 and her trip west over the Columbia River highway through The Dalles and Hood River to Portland, the only time a real European Queen ever visited The Dalles; later became co-owner with his brother Walter Blaser of The Dalles Soda Works, until their recent retirement; is a pioneer photographer with many pictures listed in this history; is custodian of Wasco County Pioneers' Association and shows an active interest in our history and its preservation cooperating in every way with the writer of this history and furnished this Blaser family biography. He married Agnes Adkisson, daughter of Judge J.T. Adkisson (see biography under Boyd) and they have Lola (Mrs. Dale Dixon) whose husband operates The Dalles Soda Works. ---Biography by Hans Blaser, World War 1 Veteran.

Mary K. Britten (1855-1943)

The obituary in The Dalles Chronicle July 9, 1943 said:

"Second street will never look the same to old timers since Mark K. Britten has gone. She kept well informed on world and local events. She lived across from the Hotel Dalles on 2nd street. She liked to bring hot coffee to the firemen while fighting fire. She helped the poor and sick. She was born in 1855 a daughter of the Bills and married Mr. Britten, a railroad mechanic. Their adopted son died many years ago. She was survived by a sister Eva Hall of Seattle and Louise Shepherd of Oakland, California and brothers Henry and William of Oakland, California."

She was owner of the location now occupied by the Shell Service Station at 111 W 2nd, besides being the owner of several other parcels of ground and lots in and about The Dalles, which reflected the long years she spent as a pioneer resident of The Dalles.

August Buchler

August Buchler, owner and operator of the Columbia Brewery at the foot of the Brewery Grade on east 2nd street was born in Switzerland (1841) son of Anton & Francisca (Neff) Buchler. He was a "travelling salesman" for Swiss liquor houses and sold liquor in Switzerland, Germany, Italy, Sicily and France. He came to Montana mines in 1864 and on to Portland in 1870 where he worked at the Weinhard brewery for 7 years before he came to The Dalles (1877) and purchased the brewery here from Emil Schanno, at that time just a small institution employing 4 or 5 men. The coming of the railroad made the beer business grow by leaps and bounds, not only within The Dalles but in all the surrounding communities and he expanded his business, enlarged the brewery, employed more men and became one of the leading business and manufacturing leaders in eastern Oregon. He continued to operate his brewery for 38 years in The Dalles until it was voted out of existence by the prohibition act of 1915. The night of December 31, 1915 he went from one saloon to another and his parting words were, "Der foist of Yan-u-ary is der last of August!" By that time he was 75 years old and ready to retire and had plenty of money to retire upon. In 1875 he had married Sarah Buckhalter, daughter of Stephen and Susan (Jacoby) Buckhalter of Penn. and Hillsboro, Oregon and their children were: 1. Dollie (Mrs. Charles Tibbetts) Monterey, California; 2. Bertha (Mrs. Ernest Geichten) of The Dalles and Portland; 3. Rosie (Mrs. James Shim) Baker; 4. Mamie (Mrs. Claude Martin) of The Dalles and Portland; 5. Herbert Buchler who went to Canada; 6. Adolph who went to Portland and 7. Jennie who went to Portland with the family when they retired.

Jesse W. Blakeney

Jesse Blakeney, Dalles drayman, was born in Illinois (1850) son John & Nancy (Phelps) Blakeney 1852 emigrants to their Donation Land Claim at Kelso in Cowlitz county, Washington. The family returned to The Dalles in 1862 on a scow to the Cascades and by river boat on back to The Dalles with 25 head of cattle. Jesse finished his education in Dalles schools and worked in the Blakeney Brick Yards, on Brickyard Road near the IOOF and Catholic cemeteries, which made many of the bricks for early Dalles buildings, some of which still stand. Later he worked for 12 years in the railroad shops and then became the well known Dalles drayman in his later years. He married Laura Smith daughter of Milton Smith and their children were:

1. Jessie F. (Mrs. John Hackenbruck) popular and well known Dalles florist of Jessie's Flower Shop at 200 E. 2, who has a son John and a daughter Catherine.
2. Thomas W. Blakeney and 3. Cedric A. Blakeney live in Portland.

Gus Bartell

Gus Bartell was known all over the west, in the Gay '90's, as a builder of fine wagons and stage coaches at The Dalles. He was born in Philadelphia (1875) the son of Gus Bartell, blacksmith and wagon-maker from Germany who came to Philadelphia (1874) as a saddle and harness maker which trade he worked at in The Dalles during his declining years and until his death here in 1894. His wife was Julianna Loux of Germany and The Dalles. They came west to Pendleton in 1888 and on to The Dalles in 1890.

The younger Gus Bartell was a graduate of Dalles schools and in 1895 apprenticed to L.L. Lane and George Thompson as a blacksmith and wagonmaker. In 1899 he bought the St. Arnold & Matt Schoren shop and made wagons, buggies, stagecoaches and "anything with wheels," and had a wide reputation as a fine wagon and stagecoach maker. His brother Max Bartell was a member of The Dalles Co. L. 2nd Oregon Volunteers in the Philippines during the Spanish-American war and participated in 28 engagements. The Bartell family lived in Thompson Addition in what is now known as the Jeff Bramlette place and later he went to Eastern Washington. Some of the other members of the Bartell family were Henry and Albert and Lena (Mrs. Ben Buschke) Sherman county; Emma (Mrs. Chas Kookler) who lived at Dufur for a time; Minnie (Mrs. Collard) of Seattle and Martha. Some members of the family live in California.

Judge William L. Bradshaw

Judge Bradshaw of the 7th Judicial District at The Dalles was born in Mo. (1858) son Edw. C. & Elizabeth (Lindsey) Bradshaw of Kentucky who came west in 1864 by ox-team to the mines at Boise but next year went to Yamhill, Oregon from The Dalles by boat to Portland where his father Edward practiced law until 1886 when the family came back to The Dalles where the elder Bradshaw became a law partner with Col. N.H. Gates until his death in 1888.

Judge Wm. L. Bradshaw was educated in Yamhill schools, Oregon Agricultural College at Corvallis and in 1881 was a graduate of the University of St. Louis and became a law partner with his father here in The Dalles and after his father's death was with J.H. Story to 1891. Upon the death of Judge J.H. Bird, Governor Penney appointed Wm. L. Bradshaw a circuit judge and in 1892 was elected to the position and re-elected in 1898 and serving to his death during World War I at which time Judge Fred W. Wilson was selected to take his place remaining on the bench for some 20 years until his recent retirement. In 1883 Judge Bradshaw married Sarah Littlefield daughter of Dr. Horace Littlefield but she died in 1900 and he then married (1902) Agnes Cook daughter Amos and Mary (Scott) Cook, sister of Harvey Scott of the Oregonian and historian. Their only son Robert Bradshaw is an attorney of Portland and his son Winston Bradshaw is the District Attorney at Oregon City.--History Central Oregon.

Chas N. "Binks" Burgett

Prominent undertaker and coroner of The Dalles was born in Little Rock, Ark. (1875) son Isiah an undertaker and Nannie (Fisher, daughter of Charles) Burgett. He first came to Oregon in 1875 and to The Dalles in 1883 being associated with the C.J. Crandall Undertaking Parlors. He married Jennie Young daughter Wm. & Julia (Clark) Young of The Dalles and their only daughter Viva Elizabeth is the wife of Ben Callaway of The Dalles. Isiah Burgett was engaged in the furniture making business as well as the undertaking business until his death in The Dalles in 1895. The Burgett family has been Dalles pioneers for 70 years.

Milo M. Cushing

Milo M. Cushing the old 184 Mexican War Veteran postmaster of The Dalles (page 29); early 1854 merchant and hotel operator of 100 years ago; orchardist of Mill and 15 Mile creek; one of the very earliest pioneers of The Dalles was born (1820) at Truxton, N.Y. son Charles and Harina (Morris) Cushing. His mother died in 1824 when he was a little boy of 4 and life was pretty hard for him as he was shifted from one relative or friend to another. At 14 he worked in a grocery store in Michigan. In 1845 he married Mary Burlingame. In December 1848 he enlisted for service in the Mexican War handling officer's mess at Ft. Gratiot, Mich. In 1849 his wife died and he remained in the regular army. In 1852 he came west with Captain Benjamin Alvord to Old Fort Dalles where he served until his discharge here in 1853. He then obtained permission from Fort Dalles officers to erect a log block house near the river on First street which he used as a merchantile establishment, being the second regular store in The Dalles, following that of Nathan Olney's log cabin on the bank of Mill creek at First in 1848. During the period of 1848 to 1853, military officials proclaimed all of The Dalles within the military reservation and refused to permit any business establishments or settlement within The Dalles and they made Olney move his store to Chenoweth creek, altho later they allowed Wm. Gibson to operate a sutlers store in the Olney log cabin for about a year.

Soon after Milo Cushing erected his log block house he erected a hotel and merchantile establishment and his was credited with being the first business establishments of any importance in The Dalles. His hotel was known as the Cushing House and the rates were 75¢ for a meal and 50¢ for a bed. He operated the hotel about a year then rented it while he continued in the merchantile business for the next 5 years. Then he homesteaded on Mill creek and owned $\frac{1}{4}$ interest in the river steamer Wasco which made him money, being the first steamer to operate between The Dalles and the Cascades.

In 1854 he married Mary Piggott of Ireland, daughter of Wm. and Catherine (Noonan) Piggott. The story of how she came to America and to Old Fort Dalles is given in detail on pages 82 and 83 of this history. Mr. Cushing retained some of his business connections until 1876 when he sold out and retired to his lower 15 Mile creek home at Cushing Falls, just above Seuferts where he and his wife operated the county home for the aged for some years. Their place is now the Joe Re farm. Children:

By his first wife he had a son Charles Cushing a merchant of Tacoma and Mary who died single. By his second wife he had Eliza; Frank; Caleb; Joseph and Morris who all died single and:

Milo M. Cushing Jr. of The Dalles who for years freighted between The Dalles and Fossil and later became a merchant of Mayville and after his retirement lived on the old Cushing place at Cushing Falls. He married Rose Floyd and they had Fred Cushing a railroader of Missoula, Montana and Duff Cushing a farmer of the Seattle area.

Wm. H. Cushing was the 8th child of Milo and Mary (Piggott) Cushing and was born in The Dalles in 1862 where he was educated and worked in his father's store then operated what we now call the Byers place, next above Cushings. He married Josephene Knebel, daughter of Thomas and Mary (Gates) Knebel, Thomas being an emigrant from Germany to Iowa (1868) at age 6 and came west (1870) with his parents to the Eugene and Drain areas and came back to The Dalles in the 1880's where they too settled on lower 15 Mile just above the Cushings. Mrs. Cushing's brothers were Joe and Daniel Knebel who worked at the Wasco mill for several years and her 5 sisters are listed under the Knebel Family. The Wm. Cushing children were:

1. Frank Cushing, farmer of The Dalles, Boyd and Canby who married Ruby Allen and had: 1. Glenn of Canby; 2. Frank of Portland a butcher; 3. Esther (Mrs. Vernon Detman) The Dalles; 4. Elaine of Canby; 5. Lillian of Canby; 6. Lawrence an attorney of Portland.
2. Katie (Mrs. Archie Remington) Pocatello, Idaho who have: 1. Maurice of Portland; 2. Mary (Mrs. Lee Sousley) The Dalles; 3. Mildred of Portland; 4. Myrtle of Portland.
3. Olive (Mrs. Elmer Mettler) Milwaukee, Oregon who have: 1. Wilford of Kinzu; 2. Marie (Mrs. Kenneth Zachery) Moro; 3. Eldon of The Dalles; 4. Robert of Milwaukee; 5. Doris of Moro and Dale, Milwaukee.
4. Bessie (Mrs. E.J. Anthony) Walla Walla carpenter who have: 1. Wm. of The Dalles who married Constance Johnson and have Elenor; Carrol; Marietta; Avon and Adrain; 2. Marietta (Mrs. Oliver Rondeau) The Dalles who had Ruth Anne and Robert; 3. Ruth who died single; 4. Delmar of Portland; 5. James who married Viola Oades of The Dalles and have Anita; Jim; Maryln and Linda; 6. Dorothy (Mrs. Ralph) of Riverton, N.J.; 7. Donald of Walla Walla; 8. Hubert of Walla Walla; 9. Maurice of Walla Walla; 10. Alice (Mrs. Al Basel) of Walla Walla; 11. Ardis (Mrs. Dick McKay) Touchet, Wn.
5. Esther (Mrs. Chester Campbell) The Dalles, Mr. Campbell being a carpenter and their children are: 1. Margaret (Mrs. Wm. Byers) Los Angeles who have Monica; 2. Maxine (Mrs. Ray Charles) Dalles truck driver who have Pat & Vic; 3. Richard married Lucielle Nordquist and have Kim & Kay; 4. Rose (Mrs. Dewey Wagonblast) who has Diane; 5. Mary of The Dalles.
6. Sybil (Mrs. Hubert Radcliff) Mr. Radcliff being a mechanic at Walther-Williams and they have: 1. Monica (Mrs. Phil Burk) The Dalles; 2. Fred of The Dalles.
7. Maurice Cushing with Dalles Lumber Co. married Virginia Grant and have Jonathan Wayne Cushing.
8. Helen (Mrs. Alfred Rondeau) Condon farmers who have Leon and William.

---History Central Oregon modernized by Mrs. Oliver Rondeau and Maurice Cushing of The Dalles.

Mrs. J.E. Barnett (1862-1943)

Was born Martha Anne Turner at Marysville, Calif and raised by the M.E. Gilliam family, after whom Gilliam county was named. In 1877 she married J.E. Barnett who died in 1934. For 38 years she lived at 500 Alvord (E 8) and their children were: Maie (Mrs. R.D. Maxon) The Dalles; Edna (Mrs. R.W. Anderson) Portland; Clair Barnett of Bend and Portland who graduated from high school here with the writer of this history; and Walter Barnett who has sons Fred and John. The family lived at Shaniko for a time in the Shaniko "boom days" of 1903 and are pioneers of Wasco county.

John L. Anderson (1833-1919)

Was a Civil War Veteran carpenter and orchardist of Thompson Addition and was born in Penn. son of James, a veteran of the War of 1812, and Nancy (Langley) Anderson; served 3 years in Co. L 1 Iowa Cavalry in Civil War from 1861 to 1864. After the war (1869) he moved to Nebraska where he worked on the building of the Union Pacific railroad west from Omaha to Cheyenne and Ogden to where they connected with the Central Pacific at Promontory Point; which gave The Dalles a combination rail-stage connection at Kelton, Utah to the east, faster mail service and a point to which livestock could be driven from The Dalles for loading and shipment to markets of the east. Very few people of The Dalles remember that Mr. Anderson was one of the pioneer Union Pacific railroad builders on that first trans-continental line west of Omaha and the Missouri river. Workers had to live in tents, work a long 12 hour day, drink water that was hardly fit to wash clothes in, eat food that was hardly fit for dogs and often sleep in cold, wet beds. There was no cities on the line to visit in. To venture far from camp meant a possible surprise attack by Indians. Buffalo, coyotes, wolves, deer, antelope, prairie dogs and sage hens were the only things, besides Indians and fellow construction workers, to be seen and much of the ground was level as a table, in places, making poor drainage during rainstorms which sometimes made the water ankle deep to wade in. Work was done by horses, horse fresnos and by hand and it was slow hard work in the best of weather and conditions and just that much tougher in winter or during storms. A daily stagecoach, each way, did break the monotony as did the emigrant trains and a few wagon freight trains. (For more details see book Building of the Union Pacific). In 1879 he married Harriette Belle Stanton (1861-1951) daughter of Edwin and Margaret (Van Syke) Stanton and in 1901 the family moved to The Dalles. The children were:

1. Halley L. Anderson retired farmer and grocery clerk of Mosier who married Jannie Ross and had Edna (Mrs. Elmer Sandoz) The Dalles; 2. Eva (Mrs. George Davis) Mill creek farmers; 3. Halley Jr. World War 2 veteran of The Dalles and Artie Anderson of Mosier.
2. Hazel (Mrs. W.E. McKown) Portland whose son Robert is a major in the U.S. Air Corp, and Helen (Mrs. Cliff Faye) U.S. Air forces.
3. Willard C. Anderson, after whom the Willard Anderson Post No. 2471, Veterans of Foreign Wars of The Dalles was named; was a member of Co. C. 9 Infantry, 2nd Division in World War 1 and was killed in action by a direct hit of an artillery shell very little found of remains, besides dog tag, and a spot in the Argonne Cemetery in France marks the final resting place.
4. Arthur S. Anderson of Los Angeles was a WW 1 veteran, married Carrie Serrano.
5. Clinton Anderson (1889-1891).
6. Etta (Mrs. E.R. Bertlesen) Hillsboro, Ore. has: 1. Laura Belle (Mrs. David Meahe) Corvallis; 2. Edwin a WW 2 veteran of Portland; 3. Alfred a WW 2 veteran of Los Angeles.
7. Burt M. Anderson, Union Pacific baggagemaster at Seattle, Wash. and WW 1 overseas veteran who was wounded in France; married Emeline McNeal, daughter of Orvin and Nettie (Davis) McNeal of The Dalles and sister of the writer of this history. Their children are: 1. Burt M. Anderson Jr. of Salem a WW 2 and Korean War veteran of the naval medical corps, attached to the marines on medical and first aid duties out in "no mans' land" in both wars; 2. Richard Anderson WW 2 veteran of Seattle and 3. Harriett of Bremerton, Wash. 4. Elmer who died in 1932, was very much aware of the fact that he was doomed to death and very bravely met the end.
8. Morris D. Anderson, railroader and fisherman of The Dalles; is a student of the marine life of the Columbia river with emphasis on salmon and sturgeon which he commercially fishes for in season and which occupation will be wiped out by the construction of The Dalles Dam.
9. Chancey Anderson (1904-1916). --- Biography by Burt M. Anderson Sr. of Seattle, Wash.

Samuel L. Brooks

Dalles merchant with E.B. McFarland (1870-77); joint owner with Robert Pentland of The Dalles water system; director in the Wasco Mill and D.P.A.N. boat company; was born (1830) in Ohio son of Linus and Eliza (Humiston) Brooks; came west in the emigration of 1860 settling on his Donation Land Claim which now comprises the town of Brooks, near Salem. He came to The Dalles in 1870 and in 1872 married Anna Pentland, daughter of Robert Pentland an 1845 emigrant to Portland where he installed their first water system and in 1882 came to The Dalles and installed our first water system which Brooks managed.

Chas A. Borders (1860-1940)

Superintendent of The Dalles water system from 1897 to his retirement in 1938; was born in Iowa in 1860 and came to The Dalles in 1883. In 1885 he married Mary Orchards who died in 1918 and their children were: Nora (Mrs. Antone Paulson) The Dalles; Lyndon Borders Dalles painter and sign writer and Mahlon who died in 1909.

Wm. Harrison Butts (1840-1906)

Farmer of Kingsley and The Dalles, was born in Indiana (1840) and came across the plains to Portland in 1853. In 1878 he settled with his parents at Kingsley and he moved to The Dalles in 1898. In 1865 he married Alice Powers who died in 1888 and their children were: Nettie Aiken and Nellie Maher of Portland; Bertie Paulsen, Henry Butts, Minnie Butts and Truman Butts of The Dalles and Portland.

Mrs. Belle Bauer (1866-1930)

Native of Mo. came to Oregon 1880 and lived at the old 8 Mile House or crossing of stage and freight days, where freighters stopped enroute to Canyon City and Prineville. Was survived by sons Clarence and Elmer Bauer and a daughter Mrs. Grace (Ray) Angell of 8 Mile.

John H. Broer (1892-1943)

Popular owner of Parlor Grocery, was born at Salem where he engaged in the grocery business with his uncle Charlie Roth, before they came to The Dalles in 1916 to engage in the same business. In 1915 he married Esther Copley and their children were: Marilyn; Mrs. Walther Weathers; Roger and Melvin Broer. Mr. Broer was an orphan at 3 and attended school in Salem.

Dr. Polhemus Craig

Came west with the military expedition of 1852 to Old Fort Dalles where he was reported to have been a regular army surgeon and veteran of the Mexican War of 1846-48. At discharge from Old Fort Dalles he became a druggist in the H.J. Waldron drug store at that time in the old stone building at the foot of Washington street, the oldest building in The Dalles. He lived in the old Sinnott house at 300 west 4th, which he built and later sold to Col. Sinnott. His wife was a regular army nurse during the Civil War and may be properly credited with being the "first registered nurse" of The Dalles.

There will be those who will say that Dr. Craig was only a pharmacist in the army and at Waldrons Drug store, but if the student will look on page 327 and read how Dr. Larkin Vanderpool of Dufur became a doctor, he will not question too much about the qualifications required for a doctor 100 years ago. Every nurse in The Dalles will say that Mrs. Craig was "not a registered nurse" because they did not have registered nurses in those days; nevertheless every nurse knows army requirements for a nurse in 1852 and in 1848 and 1862 to 85 a nurse to qualify in the army had to be just a little better than a "practical nurse" and her services with the army was recorded (registered) so we are sticking by the side of Dr. Craig and nurse Craig, until proven wrong by further research. They are buried here. Their children were: 1. Kate (Mrs. Wm. Floyd) who went to LaGrande (1897) with her railroad husband and later lived in Portland; 2. George Craig and 3. Frank Craig who died here.

Daniel L. Cates

Was Dalles City recorder, sheriff, fish wheel operator; was born in Lane county (1857) son John and Sarah (Grice) Cates of Kentucky who came to Oregon in 1849; to Lane county in 1852 and became a Wasco county stockman in 1859 retiring to The Dalles in 1872, having been born in Ky. in 1825. D.L. Cates was educated in Dalles schools and worked in the sawmills here when a young man. In 1866 he became deputy sheriff and was elected sheriff in 1880. During the Cascade Locks construction he lived at the Cascades and worked on the canal construction; then he operated a fish wheel on the Columbia, clerked in a store and was Dalles City recorder in the 1920's. In 1889 he married Alice DeHuff, daughter of Peter and Mary (Stryker) DeHuff a local railroad mechanic and their children were: 1. Harold of Hayward, California who has sons Stanford and Robert; 2. Ruth, died single; 3. Albert L. "Budd" Cates who has clerked and been co-manager of the Stadelman-Bonn Hardware store in The Dalles for years and who married Gladys Butterworth and is a pioneer of The Dalles.

James B. Crossen

Groceryman, Superintendent of Dalles City Water Works and postmaster was born (1838) in Ireland son of Anthony and Ellen (Baxter) Crossen and came to New York with his parents (1840) his father being a furniture maker in N.Y. The family went to California in 1859 to mine and came to The Dalles in 1863 where the elder Crossen operated a dray business. James B. Crossen was elected sheriff in 1876 and again in 1878; operated a furniture store here in 1880 then became an auctioneer. He was postmaster 4 years under Grover Cleveland, the post office being at 308 Union where the Bohn Printing shop is now. He was Wasco county clerk for 2 terms and then 18 months in the grocery business before becoming the superintendent of Dalles City Water Works. In 1863 he married Frances Gray who died in 1870 and the latter part of that same year he married Laura Marlin, daughter Henry and Emily (Olney) Marlin 1845 lumbermen of Astoria. Their children were: 1. James A. Crossen a Southern Pacific conductor at Oakland, Calif. who married Emily Stubling; 2. Grace (Mrs. John Dexter) Vellejo, Calif; 3. Wm. Crossen a railroader with the Southern Pacific; 4. Emily Woods of Ontario, Oregon.

Luther E. Crowe

Member of the merchantile firm of Mays & Crowe was born in Nova Scotia (1858) son Jacob and Maria (Fletcher) Crowe. The family went to Calif. (1868), Jacob Crowe having died and Mrs. Crowe married D.A. Faulkner. Luther Crowe railroaded with the Central Pacific for a while and came north with the Southern Pacific and the O.R. & N Co. (1880) as a telegraph operator and electrician and was railroad agent in Hood River 5 years. In 1890 he became associated with Robert Mays in the merchantile business in The Dalles at 2nd & Federal. They burned out twice and he sold his share to Edw. C. Pease. The store at that time employed 14 to 20 men. He had married Eunice Mays the daughter of his partner Robert Mays, whose biography appears under Tygh Valley.

Dr. Belle Cooper Ferguson (1862-1944)

Was one of the first women physicians of Oregon; was born in Kansas (1862) daughter Daniel J. Cooper farmer of Fairbanks, who crossed the plains following his service in the Civil War. She was educated in St. Helens Hall in Portland and the old Portland and Willamette Universities and it was at the latter place she met Dr. Willard C. Rinehart to whom she was married in 1882 and their children were: 1. Willard Rinehart of Portland; 2. Dr. Carl Rinehart of Portland; 3. Dr. Earl Rinehart of Wheeler, Oregon; 4. Phillip Cooper Rinehart of Portland, who daughter Phyllis is Mrs. Henry Klint of The Dalles.

After Dr. Rinehart died in 1893 Mrs. Rinehart studied medicine at the University of Oregon and was admitted to practice in 1897 and came to The Dalles and opened an office. In 1900 she married Dr. Elmer E. Ferguson and they made an extension on to their home for care of patients and that became what is now the wooden section of The Dalles Hospital.

Dr. Rinehart was a graduate of the Jefferson Medical College of Philadelphia and of Bellevue of N.Y. Dr. Elmer E. Ferguson was born in Mo. (1869) son James & Mary (Marquis) Ferguson of Pendleton where the family came in 1878; was a graduate of Rush Medical College of Chicago (1897) and established his practice in The Dalles with his wife in 1900 and together they built The Dalles hospital (1901) which they operated one year before admitting Dr. John A. Reuter to partnership (1903), a classmate of Dr. Ferguson at Rush Medical College. The Dalles hospital in 1904 was considered one of best in west. The Fergusons had a daughter Ruth (Mrs. Frank White) Seattle who has Frank; Eleanor; Peter and Elizabeth all of Seattle.--History Central Oregon, modernized by Mrs. Fred Bailey, The Dalles.

Col. Avery John Cooper (1880-1944)

Col. Cooper was born at The Dalles son of Daniel J. Cooper, Civil War Veteran stockman of Fairbanks district of lower 15 Mile and resident of The Dalles; attended The Dalles high school from which he graduated in 1900. He first entered service with old Dalles Co. L in the Spanish-American war and after completing school returned to the army as a career with rating of 2nd lieutenant. He served on the Mexican border in 1915 and with the First Division in France during World War I; then became instructor in the war college at Washington, having been gassed in World War I from which effects he never fully recovered. He was still in the service when WW 2 war broke out and served until he retired as a colonel in 1943 but only lived about a year longer dying in 1944. His burial was at the Arlington National cemetery at Washington, D.C. In 1909 he married Ana Caroline Gibson, daughter of Col. Robert Gibson of Vt. and their children were: 1. Col. Avery John Jr. U.S. Army; 2. Capt. Robert Gibson Cooper U.S. Army; 3. Lt. Kenneth Banks Cooper, U.S. Army; 4. Cadet Richard James Cooper, U.S. Army; 5. One; 6. Mrs. Ella Thomas; 7. Caroline Cooper.--Dalles Chronicle 1944.

Archibald E. Crosby (1863-1934)

Was a prominent Dalles druggist and owner of Crosby Drug Store, now called Davie's Drug Store at 318 E 2, which he operated for 25 years. After his retirement he became manager of The Dalles Hospital in 1927. He was born at Fingal, Canada (1863) attending school at Toronto and at Aylmer College. In 1889 he went to Salem, Oregon and in 1900 came to The Dalles and engaged in the drug business. In 1893 he married Augusta Palmer and their 2 children were Roderick of Camas, Wash, and Mrs. John G. Barnett of Portland.-- Dalles Chronicle 1934.

Ernest L. Curtiss (1856-1929)

Was a prominent Mill creek rancher and Wasco County Commissioner; was born at Lowell, Mich. and was a school teacher for 35 years before he went farming on Mill creek. He married Sarah Wingler and their 4 children were: John; Earl, Mill creek gardner who died in 1951; Donald, who still gardens on Mill creek; and Carl who was for years a clerk in the Parlor Grocery, was a wrestler, was a member of the 1906 football team of "invincibles" and a gardner of Mill creek who died during WW 2.

Paul Childers (1885-1943)

Was a Dalles attorney who studied law in the Menefee and Wilson law office and was associated with Robert R. Bradshaw and then had an office of his own. He was born at Palouse, Wash. the son of Henry Childers and for a time clerked in The Dalles post office before and during the time he went to Oregon Agricultural College. He was survived by his wife Dora and a son Horace of Seal Beach; a daughter Mrs. Jerome Sumpkins of Salem and a daughter Dorothy Livingston of Seal Beach, California.--Chronicle 1943.

John W. Elton

Fruitgrower of 3 Mile was born in Mo. (1848) son John and Louisa (Pennington) Elton. He came to Oregon in 1870 and moved to Klickitat county (1878) and to upper 3 Mile in 1884. He was one of the first pioneer good road advocates in Wasco county and attended the National Good Roads Convention during the St. Louis World Fair in 1904. In 1875 he married Mary Davis, daughter Andrew and Catherine (Zachery) Davis 1843 emigrants to Washington county. Their children were: 1. Mary (Mrs. Gus Bartell--see page 378) The Dalles; 2. Minnie (Mrs. John Hogen) LaGrande where Mr. Hogen was an attorney; 3. James Elton a Spanish-American War veteran who now lives in Florida; 4. Albert J. Elton of Tonapah, Nev.; 5. Eugene B. Elton fruit-grower of 3 Mile who married Rosa Daniels, daughter of Wm. Daniels and had: Echo (Mrs. James Oades 5 Mile farmers; Albert of The Dalles; Ruby, died single; Ruth (Mrs. Lyle Fraley) The Dalles; Wm. Elton of The Dalles; and Mrs. Elton had a son Mel Runyan by her first marriage; 6. Ruby Elton died 1915; 7. Ruth Perry of Portland.--Data from History Central Oregon modernized by E.B. Elton.

James A. Elton

Carpenter of The Dalles was a brother of John W. Elton (above) and son of John & Louisa (Pennington) Elton; was born in Mo. 1853 and came to The Dalles in 1901. He married Lydia Harger and their children, all prominent Dalles pioneers were: Edith (Mrs. Fred Stanley) Vancouver, Wn; 2. Content (Mrs. Fred W. Wilson) The Dalles whose son Joseph Gardner Wilson lives at San Rafael, Calif. and have Paul Fred and Sarah Elizabeth; their daughter Elizabeth (Mrs. John Bushler) lives at Fresno, Calif; 3. Olive (Mrs. Ernest Willerton) The Dalles has a daughter Blanche (Mrs. Lyle Gowdy) The Dalles; 4. Eunice (Mrs. W.R. Taylor) The Dalles where Dr. Taylor is a practicing physician and their son Wm. Taylor lives in The Dalles; 5. Eugene Elton has been deputy county clerk for nearly 30 years and married Ada Wise; 6. Guy Elton is manager of The Dalles office of the State Department, married Maurine Allen and have Bonney and Jim; 7. Lydia Elton, nurse, superintends the X-Ray department of The Dalles Hospital.

George Hostetler

Was a World War I veteran of The Dalles who was in 1926 living at Martinez, Calif. and was coming home for Christmas when his car and body was found completely wrecked, 150 feet down over the bank of the highway near Mosier. It was presumed that he went to sleep at the wheel. He was buried at Glasco, Kan. where his mother and 2 sisters lived. He was the son of Ed. Hostetler, formerly postmaster of The Dalles who died in 1914 and was buried at Salem, being Dalles City recorder at time of death.

C. H. "Pop" Endicott

Popular Dalles musician of the 1920's and music leader at The Dalles high school; was born in Boston, Mass. (1865) son of Chas. and Julia Endicott. He was educated in Boston, was a graduate of the Boston Conservatory of Music and Harvard; was a nationally known orchestra leader in various musical comedies, road shows, vaudeville and band master. He came to The Dalles in 1923 to "settle down" and get away from being away from home all the time. He had married (1905) Josephene Sparks, in West Virginia who survived him at death in the late 30's. He was a very large man and good natured and well liked by everyone. He could probably have made a "bigger name for himself" in Portland or some other larger city, but he liked The Dalles and its very doubtful if he could have made more friends elsewhere than he made here.

The Donnell Family

We have listed some of the history of the Donnell family under the biography of Lulu D. Crandall, Dalles Historian on page 66 and still more on page 279 under Fairbanks where the family lived. Just briefly to review, Zeleek M. Donnell, stockman of Fairbanks was born at Indianapolis, Ind. (1829) son of James Donnell. In 1852 he married Camilla Thompson, daughter of John and Spicy (Hamilton) Thompson and she kept a diary of her trip across the plains and published its contents which have become a part of the history of The Dalles. They were young folks and "walked" most all the way across the plains. From The Dalles they went on down the Columbia by Hudson Bay Co. batteaux manned by Indians. They located at Brownsville (1852) but sold out to Capt. James Blackney, father of George C. Blakeley, Dalles druggist, and returned to The Dalles 1858 and went out to Fairbanks and bought a small stock ranch on which the family lived until Mr. Donnell's death in 1873. However in 1866 the family maintained a "winter home" in The Dalles so the children could go to school from that time on until 1873 when The Dalles became their permanent home. Mr. Donnell was state senator from Wasco county before his death. Their children were:

1. Lulu Donnell (Mrs. C.J. Crandall) Dalles historian whose biography appears on page 66.
2. Orville Donnell, cattleman of Montana.
- 3.

Martin Z. Donnell

Dalles Druggist was born in The Dalles (1866), is a lifetime pioneer resident of The Dalles where he attended school and worked in the Snipes & Kinnersley Drug Store where he learned the "mysteries of pharmacy", after which he became the manager of the Floyd & Co. Drug store here which was purchased by George C. Blakeley and Fred Houghton and became known as the George C. Blakeley & Co. Drug store and now operated at 313 E 2 as the Morrow Rexall Drug store.

In 1893 Simeon Bolton of The Dalles and Goldendale had taken over the Goldendale Drug store and he offered Mr. Donnell \$100. a month, which was big money in those days, to go over to Goldendale and run the drug store until he could find a buyer. Mr. Donnell had saved \$200 and was planning on attending the Chicago World Fair. When he got to Goldendale Mr. Bolton insisted on selling him a half interest in the store, using the \$200 as a down payment and that was the way, in July of 1893 that M.Z. Donnell of The Dalles acquired the J.L. Master's Drug store in Goldendale, with Simeon Bolton as a partner, when Mr. Donnell was yet only a young man of 26. He ran the store over there for a year and a half at the end of which time they sold the fixtures and hauled the stock over to The Dalles and started the Donnell Drug store of The Dalles (1895) 58 years ago, now managed by his son Merrill M. Donnell at 222 E 2nd. Mr. Donnell married Grace Marden, daughter of John Marden, merchant of The Dalles whose biography appears in this history, and their children were:

1. Merrill M. Donnell, Dalles druggist and co-owner of the Donnell Drug store at 222 E 2 who married Casgle Metts and whose son Dr. John M. Donnell is a physician at Helena, Montana.
2. Wilma (Mrs. Albert Silby) whose husband is an employee of the United Nations in Pakistan, a part of India. Their children are Billy of Cleveland, Ohio and Donald in the U.S. Navy.

Mr. Donnell's first wife died of the flu in 1918 and his second wife Nell See, whom he married in 1920 came from the old Indiana home town of his parents. Mr. Donnell's kindness in helping to answer historical questions for us, in connection with this history, is acknowledged with thanks and he provided most of the information in this biography.

Ernest C. Fitzgerald (1881-1952)

E.C. Fitzgerald who was an insurance and real estate merchant of The Dalles and who was accidentally killed in an auto accident near Washougal, Wash. Dec. 21, 1952, following the death of his wife Nov. 21, 1952 whom he married here in the Umatilla House in 1899. She was Ina Marsh, daughter of Abel Y. and Sallie (Lyle) Marsh of Mosier. Ernest was born at Minneapolis, Kansas (1881) son of Charles and Laura (Hall) Fitzgerald. The family came west in 1885 to Oregon and Mr. Fitzgerald came to The Dalles in 1898. He was enroute to Washougal to see his brother Allen, when he swerved his car to avoid hitting a dog and the car went into the ditch, turned over on him crushing his body under its weight and never regained consciousness. He was afflicted with a heart ailment which required his carrying a vial of glycerine at all times. His son Yome died in 1903. Besides the brother Allen of Washougal a brother Carlos had resided at Redlands, Cal; a brother Walter had lived at Washougal and Raphael lived at Yakima, Wash.

The Marsh Family

Just before the death of his wife, Mr. Fitzgerald supplied the following Marsh biography:

Josiah and Elizabeth (Bell) Marsh were Donation Land Claim settlers at the Marsh Gravel Pit between Mosier and Rowena in 1854. Their children were:

1. Abel Y. Marsh, Mosier farmer who first married Sally Lyle of Lyle, Wash. and then married Mary Doyle, daughter Michael Doyle and Selinda (Beers) Doyle, 1874 emigrants; Mary Doyle was a sister of Ralph and Charlie Doyle, Edna Kaufman. Children by Sallie Lyle were: Effie (Mrs. Michael Thornton), Ina (Mrs. E.C. Fitzgerald), and Willie and Harold by the 2nd marriage.
2. Andrew M. Marsh of Mosier married Amanda McClure and their only son Wm. of Mosier married Elsie Middlewart and had Frank and Unkus of Mosier.
3. Josiah M. Marsh married Elizabeth Ruffner and they had: 1. Minnie Moeabee of Washington, D.C.; 2. Bessie (Mrs. Guy Pound) The Dalles; 3. Ella (Mrs. Scott Hyslop) The Dalles.
4. Sarah (Mrs. Willard H. VanBibber) who lived at the Thornton Lake place had Wm. who died single and Marquis who was drowned while yet a young man, single. VanBibber Dairy was at Thornton Lake.
5. Mary (Mrs. Larkin Lamb) Mosier whose daughter Elizabeth Knight lives at Dayton, Wash. and Katherine Millison, lives in Portland.
6. Josephene (Mrs. Wm. Mosier) lived at Mosier.
7. Frank Marsh married Emma Ryan and lived at White Salmon.

The Thorntons developed the lake recreational grounds which they sold to Pat Foley for \$20,000.

Prof. James M. De Moss Family

On pages 169 and 170 we have outlined more of the musical history of the DeMoss family and will give mostly biography here. In addition to being internationally famous musicians they were also owners of a fine 1200 acre wheat and stock ranch at De Moss Springs, in Sherman county (a part of Wasco when they were so well known). Prof. James M. DeMoss was for years "head of the Lyric Bards of America." He was born (1837) son of Peter and Elizabeth (Stewart) DeMoss. Peter DeMoss was born in Va. (1787) and died in Iowa in 1853 and Peter was the son of John DeMoss, a veteran of the American Revolution. Peter DeMoss, at 22, was an athlete and bare-fisted "John L. Sullivan type" of professional bare-handed pugilist. He never fought for money only the glory, but he quit the ring because he thought it was an unworthy method of making a living, and he became a steamboat captain on the Ohio and Mississippi rivers.

Elizabeth Stewart (1803-1893) was the daughter of an actress and singer mother Mollie who toured the U.S. for many years with headquarters in Cincinnati. She and her mother later became evangelists for the United Brethren church, singing and preaching all over the east. With this background it is not surprising that Prof. James DeMoss was educated as a musician in Western College of the United Brethren church and became a preacher and at 16 a music teacher, for he began singing at age 2.

In 1858 he married Elizabeth Bonebrake daughter of Henry and Margaret (Wolf) Bonebrake of Ohio, a U.B. church preacher and came to Oregon as missionaries in 1862 by ox-team. In 1873 he became a Baptist minister and was also a carpenter, bridge builder, saw mill operator, owned the town of Weiser, Idaho and gave public concerts from 1872 on, as enumerated in detail on pages 169-70. The family located in Sherman county in 1883 and his wife died at Roseburg in 1886. His second marriage was in 1889 to Julia Shatto daughter of Ralph and Julia (Plumb) Shatto who had been a student of Oberlin College of Music. James M. DeMoss had a brother Peter DeMoss an old Indian fighter of Moro. The DeMoss children were:

1. Henry De Moss
Born in Ohio (1860) and studied music under his father James; under G. Lang of Boston who lived in Union county; under Virgil Taylor of Des Moines, Iowa; at the Chicago College of Music under Prof. H. S. Perkins; in the Cincinnati College of Music; at the Royal Academy of Music in London with his brother George and sisters Lizzie and Minnie, all of whom graduated with high musical honors, Henry specializing in musical compositions and voice culture. He travelled all over the U.S., Canada and Europe with the "Lyric Bards of America", played before all the crowned heads of Europe and high officials of America and Canada (see pages 169-70) and in 1901 married Julia Hall, daughter of John R. and Mary (Levermore) Hall, John being a retired Methodist minister. Henry acted as advance or business agent for the DeMoss Lyric Bards, making booking dates and "engineering their course of travel" so they could be at the place they were supposed to be at, on the right date, a whole lot harder problem in the old stagecoach days, early train days of kerosene lamps than it is in our day and age of airplanes and automobiles and powerful electric or diesel locomotives and their fine road beds.
2. George De Moss
Was born at Cove, Oregon (1866), first studied music under his father Prof. James and was himself a teacher of music at 12; composed and wrote music at 13 and was a professor at a normal school in Des Moines, Iowa at 14. At 16 he occupied a Chair of Music at Western College. At the Chicago centennial exposition of 1893, with the Music Bards of America, he received 40 certificates of merit and many of the songs they composed, under his guidance, received world-wide popularity, and the Music Bards sang to millions of people during their 6 months at the Chicago fair. At the Royal Academy of Music in London he studied voice and cello. In 1899 he married Aurelia Davis, daughter of Charles and Elizabeth (DeMoss) Davis and their daughter Evelyn lives in the Willamette valley.
3. Lizzie DeMoss (Mrs. Peter W. Davis) Sherman county farmers, began singing with her family at age 4 and studied music under her father and mother and in the east with her brothers. At the Royal Academy of Music in London she studied voice and violin. She sang and played with the Music Bards of America. Her son Hershel Davis was an accomplished pianist of Eugene.
4. Minnie DeMoss was the contralto singer with the Music Bards of America and took voice and violin at the Royal Academy of Music in London. She died at Wheatland, California in 1927.
5. May DeMoss received her music education from her father and sang with the Music Bards of America and died at Hornbrook, California at age 15 in 1886 from poison oak.
6. John DeMoss was son of Prof. James and Julia (Shatto) DeMoss and was a farmer of Wasco and not connected with the Music Bards of America. He married Etta Dugger and their sons were Donald; George and John of Sherman county. George supplied some of the information in this biography.
7. Ruth DeMoss, daughter of Prof. James and Julia (Shatto) DeMoss went to Seattle.
Henry DeMoss, oldest child of Prof. James and Elizabeth (Bonebrake) DeMoss had a son Homer of Eugene.
George DeMoss, 2nd son of Prof. James and Elizabeth (Bonebrake) DeMoss had a son Elbert of Eugene.

This is one of the most remarkable and outstanding musical families in the history of the United States! In this day and age of radio and television all a musician has to do is "appear before the mike" to be "seen" all over America; but from 1873, when they first went "on the road" to appear before the people of America, down to the close of the horse and buggy age in 1910, "appearing before America" meant thousands and thousands of miles of travel, in all kinds of weather and under all kinds of conditions and forever away from home, family and friends, for months and years at a time! It is hard for us in 1953 to understand and appreciate the effort the DeMoss "Musical Bards of America", made, for nearly 30 years. They devoted the best years of their lives to musical America. They certainly earned their retirement, which was all too short for some of the family. Other members of the family "died on the road-sacrificing their lives for the America they loved so dearly." Let us never forget these great people, for none greater ever lived in any community of America!

Thomas A. Hudson (1853-1926)

Thomas A. Hudson was an Insurance Merchant of The Dalles for more than 40 years, since 1882 and now, with the third generation in the Hudson Insurance office makes the family in that business in The Dalles for 71 years.

Thomas A. Hudson was born in Belfast, Ireland (1853) son of Thomas, a tea importer and ship owner who lost his fortune when his boats were lost in a storm. He migrated to Brooklyn, N.Y. during the Civil War at which time and place Thomas A. Hudson of The Dalles enlisted in the U.S. Navy at age 13 serving his full 4 years, which made him a Naval Civil War Veteran, a fact that he revealed to very few friends in The Dalles. He liked the sea and following the Civil War he became a sailor of the briny deep on the old sailing clipper ships and went all over the world. His experiences as a sailor would have filled a novel with fine travel stories had they been recorded for our children.

Finally one day, about 1878, his ship made a call at the Sandwich (Hawaiian) Islands where they picked up a cargo for Portland and coming up the Columbia river he "fell in love" with Oregon, left his ship in Portland and became City Marshall at Oregon City. His love for boats caused him to seek employment with the Oregon Steam Navigation Co. as a deckhand on one of its boats from Portland to the Cascades and thence between the Cascades and The Dalles. He liked The Dalles better than Portland and Oregon City and sought employment with Wingate & Co, a large merchantile firm of The Dalles in 1879 for whom he worked for 2 years.

He had met and married Amanda Edith Thornbury, daughter of Caleb Thornbury, a merchant of Camp Watson, near Mitchell and Spanish Gulch as well as a stockman of that area and together with him they established the Thornbury & Hudson Real Estate and Land and Insurance office in The Dalles in 1882. Caleb Thornbury also established the U.S. Land office in The Dalles being its first reciever under President Grant and occupied the office 13 years. Amanda Thornbury was born at Fort Jones, Cal. in 1855 and went to Canyon City gold fields with her mother and father in 1863 and lived at Camp Watson in 1867 and was married to Thomas A. Hudson in The Dalles in 1880. Mr. Thornbury was also Wasco County Judge for a while after he left the land office. The Thornbury home was the large double house at 422 W 2nd, next to Thomas R. Hudson's home at 418 W. 2. Thomas A. Hudson was city recorder and on Dalles City Water Commission for 10 years. The Hudson children were:

1.

Thomas R. Hudson

Insurance Merchant of The Dalles at 303 E 2; was born in The Dalles in 1891, educated in Dalles schools, Oregon Agricultural College and finishing at the University of Oregon and married Florence C. Koontz, daughter Joel and Callie (Gerrard) Koontz early pioneers of 8 Mile. Mr. Hudson has been secretary of the local Masonic lodge for so many years that only a pioneer can remember that the lodge ever had any other secretary, and we all know that the job of secretary in any organization means that man is a "wheel horse of the organization" and does lots of work with little pay and appreciation. Mr. Hudson has an interest in Wasco County history and likes to talk history with old time pioneers. Mr. and Mrs. Hudson have one son:

Russell Hudson

A partner with his father (Thomas R. Hudson) in the Hudson Insurance office at 303 E 2, which makes this oldest insurance firm in The Dalles, now in the third generation of insurance business merchants of The Dalles for the past 71 years. Russell Hudson is also legislative representative for Wasco County at Salem and is the right timber to eventually become U.S. Senator because he is generally on the side of the people as against selfish private interests. He married Pauline Gordon of Eugene, Oregon who is his secretary and helper during legislative sessions.

2. Helen Hudson--(daughter T.A. Hudson) Mrs. W. T. Baker

Mr. Baker was a contractor for Porter Brothers during railroad construction days of 1910-12 and after his death she became a member of the Hudson Insurance firm. Her children were:

1. Dr. Wm. H. Baker, professor at the University of Idaho at Moscow who married Mollie Cochran and have Johnny Baker of Moscow.

2. Robert Baker, Sergeant of the Oregon State police at Salem married Arlene Clemens of Hood River.

3. Frankie Hudson, daughter T.A. Hudson died at age of 4.

Thomas A. Hudson died November 3, 1926, the day Queen Marie of Rumania visited The Dalles, age 73. His 8 brothers and sisters and parents always lived in Brooklyn where a sister still survives.

---Data by Thomas R. Hudson.

Judge Frank S. Gunning (1859-1944)

Was a blacksmith of The Dalles for more than 50 years and as we have said many times before in this history, 50 years is a long time to follow any occupation in this physical world. He was born at Hillsboro, Illinois and came to The Dalles in 1891 as a blacksmith and wagonmaker at 2 & Laughlin where he finally built his own building. He served as mayor of The Dalles 2 terms, was city councilman, served on the school board, was Wasco county treasurer and Wasco county judge under whose administration our present Wasco county courthouse was erected in 1914-15, for which judge A.E. Lake levied a small tax over a period of years making it possible to pay cash for its construction, and it is still, after nearly 40 years, one of the best public buildings in Oregon and a better monument to Judge Gunning's memory than most cemetery monuments. He was a good road advocate and used the first monies recieved for roads to build the paved streaches from the west city limits toward Chenoweth creek and from the east city limits to 3 Mile creek. His first marriage was to Minnie Paden and their daughter Zoe Huchale lives in Portland and they have a son Rudolph. His second marriage was to Caroline Devenport and his son Lewis Gunning, graduated from The Dalles high school in 1916 and served 4 years in the Navy during WWI; married Stella Crofton and worked in the Crofton gambling casino in Mexico, returned to Oregon and worked for the State Tax Commission and for his father. He died in 1935 leaving a daughter Barbara. He had a sister Mrs. R.A. Ward of Portland.--Limmeroth scrapbooks, Dufur Library.

Daniel M. French (1828-1902)

Daniel M. French was the senior member of French & Co. bankers of The Dalles and was born (1828) at Holland, Vermont the son of Joshua and Polly (Mead) French. He received his early education in Vt. and Broughton Academy, then went to California by boat where he mined in the gold fields for 8 years and operated a ferry on the Stanislaus river and lived in San Francisco for a short while. In 1862 he came to The Dalles and opened a large general merchandise store with Granville B. Gillman, under the business name of Gillman & French & Co., his brothers Joseph M. and Joshua W., who came to The Dalles in 1864. Dan and Joshua bought out the others and the business became known as French & Co. In 1875 they sold to Brooks & McFarland and went into the money lending and brokerage business, which expanded by leaps and bounds and in 1877 they formed the banking house of French & Co. at the south-east corner of 2 & Washington streets and which became the leading financial institution of eastern Oregon and continued to do business for more than 50 years until closed by the great depression.

D.M. French is remembered by pioneers for his confidence in the future of The Dalles and the support he gave to pioneer business men and farmers. He also was sought for advice on civic matters and helped many unfortunate families. He helped organize the Gillman-French Land & Livestock Co., their legal cattle firm. He helped organize the Arlington National Bank. He helped organize the Wasco Warehouse Co. and helped them expand into the flour milling business here in The Dalles.

It is worthy of note, that even before they were in the banking business, their store was an "unofficial bank" of The Dalles during the gold mining days of 1862-72, like the Umatilla House and Gov. Z.F. Moody; and the miners of Canyon City used to label their gold pouches, to French Brothers, to Z.F. Moody or the Umatilla House, send them in by stage or freight wagons where the French Brothers would receive them, without giving any receipts; therefore, and credit the gold dust to the sender's name - often without even knowing or having ever seen the man before. Later that fall or early winter the sender, if living, would come into The Dalles to spend the winter "closer to civilization" and to spend his money on wine, women and song and go back to the mines broke the next spring. The French Brothers turned their gold over to Wells Fargo who shipped it to the mint at San Francisco.

In 1865 Daniel M. French married Allie M. Gee of Vermont and their children were: 1. Herbert who died at 7; 2. Elsie (Mrs. Chas. J. Pease) of San Francisco. In 1875 Mrs. French died and D.M. French then married Samantha Carter, daughter Robert and Eleanor (Howard) Carter and his children by this 2nd marriage were: 1. Elizabeth (Mrs. Ernst Lueddemann) whose husband was teller in the French bank; 2. Ruth; 3. Paul who lived in Portland; 4. Walter who died at 12.

Joshua W. French

Brother of Daniel M. and a member of the banking firm of French & Co. was born at Holland, Vermont (1830) where he was educated and worked on farms. He went to California by boat in 1852 to join his brothers in mining and operating their ferry and business in San Francisco and came with Daniel W. to The Dalles in 1862 to engage in the mercantile and banking business; was the director of the Arlington bank, Wasco Mill and many Dalles institutions which helped The Dalles grow. He married Ellen Burke and their children were: 1. Nellie (Mrs. Virgil Bolton) The Dalles; 2. Edward French who managed the business after the elder gentlemen died or retired; 3. Vivian French, bank director who now is at Cornelius, Oregon.

Smith French

Was a member of the firm of French & Co. and born at Holland, Vt. (1837) but did not come to The Dalles until 1875 at which time he bought out Samuel Brook's interest in the Brooks & McFarland general merchandise store, changing its name to McFarland & French under which name they did business for 15 years. In 1890 they sold out and he, with his brothers, organized the Gillman-French Land & Livestock Co., one of the largest cattle companies in eastern Oregon, and which he jointly managed with G.B. Gillman. He was also a member of the firm of Bolton & Co. mercantile store at Antelope; was a director on the board of the Wasco Mill and a stockholder of the Arlington bank. In 1861 he married Esther, daughter of James and Sallie (Brown) Magee, 1854 emigrants by oxteam to California and whom came to The Dalles with Smith French (1875) where Mr. Brown died in 1894. Children were:

1. Dr. Gertrude French, physician of The Dalles who recently died; 2. Grace (Mrs. J.W. Condon) who died in 1898 leaving a son Clifton Condon; 3. Frank A. French, Dalles merchant and musician.

Joseph M. French and Marsh French

Was the oldest of the French Brothers who left home first in 1849 for the California gold fields and died in California in 1889 as a retired California merchant. Marsh French came to The Dalles in 1863 but went on to Port Townsend, Washington where he engaged in business. - History Central Oregon.

French & Co. Closes

The Dalles Chronicle of Feb. 23, 1922 announced that French & Co. bank of The Dalles would not reopen, after the examination made by the State Banking department. A "run" caused heavy withdrawals that depleted their available resources below the legal limit. It was generally considered that none of the depositors would lose anything. The closing of the bank caused a "wave of sadness over The Dalles", as the was formed in 1867 and "grew up" with the community and was for many years called upon to finance every enterprise that ever started in The Dalles. It was managed by shrewd business men and so firmly established that when it was known "that a firm was backed by French & Co." it was sure to succeed. The bank went through many trying periods including the panic of 1893-4, -at which time they held hundreds of mortgages on ranches on which crops were poor and prices worse. The bank could have taken the farms for the farmers could not even pay the interest let alone anything on the principal. However the bank continued to advance farm loans until better prices prevailed and the same policy applied to Dalles business houses. Farmers and merchants never forgot the kindness of the banking firm of French & Co. (Daniel and Joshua French have always been regarded by pioneers as being among the most outstanding men in the history of Wasco County.)

Dr. Thomas E. Griffith

Physician and surgeon of Dufur and The Dalles was born at Altoona, Penn. (1884) son George and Ivanora (Cross) Griffith and educated in the schools of Washington, D.C., was a graduate of Columbia University (1904) and of the George Washington University Medical School (1908); in 1909 married Martha Marc daughter of Garland Swem of Washington, D.C. and practiced medicine in Washington, D.C. from 1909 to 1911 and became a resident of Oregon in 1912 where he practiced in Portland to 1914 when he went in the U.S. army medical corps where he remained until 1919.

On November 9, 1919 the Portland Oregonian said of Major Thomas E. Griffith:

"To receive a wound and operate on it alone, out on the battlefield in France, does not present half the concern as does the ceremony of being vested with the British Military Cross by King George of England," so says Major Thomas E. Griffith of The Dalles and Dufur who saw 18 months service overseas during World War I in France and Belgium. Capt. Griffith "hobnobbed" with the Prince of Wales in France, clasped hands with King Albert of Belgium, but forgot to say "your majesty" to King George during decorations, instead just talked to the king in ordinary democratic American way and didn't even bow when the investiture was completed, - a fault of the flesh, not the heart, for a piece of shell penetrated his back and bending low he could not do. He was decorated at Buckingham Palace Dec. 13, 1918 "for gallantry on Hill 41." He only weighed 120 pounds.

Capt. Griffith was stationed at Vancouver, Washington Barracks when war was declared, was sent overseas and detailed to the British army hospital at Isle of Wright for instruction in war-time surgery. He soon found himself in a casualty clearing station in France. He went to the front with the 36th British division. Medical officers were killed or wounded in great numbers under the British system of having surgeons "go to the wounded" instead of bringing the wounded back. Capt. Griffith suffered all the terrors of war at St. Quentin and once found himself behind the German lines, but escaped, while the British lost 13,000 men in 2 days! At Armentieres he gave first aid in the trenches when only 95 out of 400 men were on their feet! A week later, while carrying a wounded man in "no man's land" a shell burst nearby, a piece passing through the wounded man killing him and wounding Dr. Griffith in the arm and leg. He operated on himself, using his first aid kit, cut open the wound, probed for the piece of shell, poured iodine on the wounds and laid there until stretcher bearers rescued him! His wounds healed well, but gas poison proved serious and he remained in the hospital until July 1919 when he was sent to Ft. Lewis, Washington.

He had been attached to the 27, 30 and 91 American divisions for a time. He was discharged in 1919 and resumed his practice in Dufur. For a number of years he was at Ft. Simcoe, Wash. as a federal surgeon. He has a wife and daughter Garland (Mrs. James Bell) Seattle who has a son Carson and a daughter Marc.

The lifelike poses of men killed in battle or dying from wounds excited Dr. Griffith's curiosity. In one instance he encountered a figure of a wounded man in the act of knotting a tourniquet around a shattered leg, when death struck him, rigor mortis setting in instantaneously "freezing the man in his sitting position." The explanation is that "men in the excitement of battle, acting under great nervous tension and depleted physically, were subject to rigor mortis immediately, when death occurred."

Dr. Griffith was assigned to the First Royal Irish Fusiliers and received the U.S. Purple Heart decoration for the wounded. He moved from Dufur, where he had practiced medicine for 14 years, to The Dalles in 1925. He was at Ft. Simcoe in 1915. In 1924 he spent some time at the Hot Springs sanatorium near La Grande for inflammatory rheumatism and had his knee operated on there twice. Like Dr. Reuter and a number of other people of The Dalles Dr. Griffith came here to live on account of his asthma condition being so much better in our climate. He was president of the Oregon State Medical Association in 1932; a member of the Military Surgeons and founded The Dalles Mens' Chorus; was 25 years in charge of the school of nursing at The Dalles Hospital; is a director of the Maryhill Museum of Fine Arts; President of the State Board of Health and now the heart specialist of The Dalles Clinic.

Edward Griffin (1858-1928)

Was born in Yamhill county and went to Dufur in 1880 where he owned an interest in the Hinman-Knowles store and upon his retirement moved to The Dalles in 1909 and became bailiff of the Circuit Court. He had married ¹⁸⁹⁰ Maude Butler (1870-1929) daughter of Polk Butler of Nansene (1882) and their children were: Mrs. Harvey Stone of Portland; Marie (Mrs. James Glasco) of Portland and Seattle; Tracy Griffith of Seattle and Forest Griffith of Los Angeles.

Francis V. Galloway

Attorney of The Dalles and World War I veteran was born at McMinnville son of Wm. Galloway, judge of the 3rd Circuit Court District. He was a graduate of the University of Oregon in 1907 and taught school for a while until admitted to the bar at McMinnville in 1911. He came to The Dalles in 1913 as a partner of Judge A. S. Bennett who died in 1925. He organized the Inland Waterways Association. In 1920 he married Mildred Cooper, daughter of Daniel J. Cooper, Civil War veteran stockman of the Fairbanks district of lower 15 Mile and their son William Galloway lives in Portland while Samuel Galloway lives in The Dalles. Mildred Galloway is Wasco County Treasurer.

Ira F. Hill

Wasco and Sherman county farmer was best remembered for his lone handed fight against the State Banking department's methods of settling the affairs of French & Co. bank; was born in Iowa (1862) son George and Ruth (Orm) Hill; came to Sherman county in 1894 and to Wasco county about 1910. In 1885 he married Mary Vanderlinder of Kansas and their children were: Herbet, Guy, Chester, Fay and Daisy all of Portland. Fay D. Hill leased the Ira F. Hill place on the Steel road between 5 and 8 Mile to Calude Benson. Ira Hill won his legal battle against the State Banking examiner who was removed from office and better methods used in disposing of the assets of French & Co. thereafter.

John Gavin (1867-1950)

John Gavin, dean of Dalles legal profession was born at Jerseyville, Illinois and attended the Kane, Illinois and Bushnell schools, the normal and law departments of Valparaiso University, Indiana and taught school at Fielden and Roodhouse, Illinois, the latter place he was superintendent of the schools and came to The Dalles as superintendent of schools in 1892 which position he held until he entered the legal field in 1899, after being admitted to the Oregon bar in 1896. He was an active lawyer of The Dalles for more than 50 years and followed the teaching profession for some 15 years which made a total of "85 working years", and as we have said before, 50 years is a long time for any person to follow any profession in this physical world. He had passed his 83rd birthday before he left us. He was school clerk at The Dalles 7 years and a member of the school board for 10 years; from 1920 to 1948 he was President of the Wasco County Bar Association. He had married Lillie Jane Gray, daughter of Wm. and Martha (Sullivan) Gray of Illinois and their children were:

1. Celia Gavin
Dalles attorney, associated with her father since 1917 when she pleaded her first case for the freedom of Joe McClellan charged with burglary in a barn near Kaskelo. She was Dalles City attorney for years and a member of the State Relief Authority and attorney for the State Land Board. Her father has an excellent library of Dalles directories which Miss Gavin made available for this history and she is always interested in Dalles history.
2. Grace Gavin (Mrs. Donald Lewis) of The Dalles whose son Donald Gavin Lewis married Gene Saunders and they have Scott and Stephen Lewis; John Thomas Lewis of The Dalles is her second son.
3. John Gray Gavin of The Dalles died in 1923.

Blake Gallaher

Rural Mail Carrier of Boyd and The Dalles was born (1886) in Wisconsin son of Elonz M. and Ortha (Fowler) Gallaher and lived at Selida, Colorado in 1903 to 1908 where he married Lorna Curtiss, daughter of Chas and Elizabeth (Mitchelson) Curtiss of Sequalia, Colorado. He came to Boyd in 1910 where he did farm work until 1918 when he became Rural Mail Carrier on the 8 Mile-Endersby section of Route 2 out of Boyd and now served out of The Dalles by R.L. During World War 1 he also subbed as a Railway Mail clerk out of The Dalles and Portland but being away from home and having to work at night did not appeal to him as much as remaining a Rural Mail carrier. In 1926 he transferred to Route 4, The Dalles on which he carried until his retirement in 1950. Children were:

1. Blanche (Mrs. Harry McConnell) Dufur farmers, who have 1. Evalle (Mrs. Glavis Reed) Dufur who have Monty and Jerry; 2. Joane and 3. James of Dufur.
2. Ivan Gallaher, Carrier R.F.D. No. 2, The Dalles, married Ida Seynanski and have Curt, Benny; Beth.
3. Keith Gallaher, City Carrier of The Dalles married Betty Gardner of Dufur and have Gary and Pamela.
4. Winston Gallaher, U.S. Marines was killed in action at Bougainville in the South Pacific islands November 2, 1942 in the campaign against the Japs in WW 2.
5. 6. 7. Blake; Orpha and Elizabeth Gallaher all died single at an early age.

Dr. John A. Geisendorffer

Prominent physician and surgeon of The Dalles died in the St. Vincent hospital in Portland May 26, 1909 at age 45 of cancer. He was survived by his wife, a daughter Helen 4 and daughter Mary 1 and his father of Albany, Oregon. He had practiced medicine in Oregon for 10 years and in 1908 opened The Dalles Sanitorium on the northwest corner of 10 & Union. Many pioneers believed that had he been spared a normal life The Dalles may have been the "Rochester of the west."

Clayton Grimes

Stock rancher of Grass Valley and Dufur was born in Lane county (1849) and married Susan E. Sherar, native of Colorado and adopted daughter of Joseph Henry Sherar the operator of Sherars Bridge and the blood daughter of A.W. Turner of Malheur county. Their children were:

1. Pearl Free love of Seattle, whose letter we quote under Sherars Bridge saying that her mother never was the legally adopted daughter of Joseph Henry Sherar, but was a member of their family.
2. F. LeRoy Grimes, Dalles music and book store merchant at 314 E 2; was born at Dufur (1881) and after graduating from Pacific University entered the cattle business (1900) then in store business.

Hans Hansen

Operator of a sawmill on Chenowith creek and planing mill at 410 3rd; was born in Germany (1855) son of Hans and Maria (Iverson) Hansen. In Germany he learned the carpenter trade and went to Iowa (1878) and to San Francisco (1880) then came to The Dalles where he worked as foreman of the railroad repair shops to 1888; then became a general contractor with Hugh Glenn until he opened his own business in 1898 with John P. Thompson in a 2-story 50 X 100 building at 410 E 3. They took advantage of the first power the Wasco Mill brought from Tygh into The Dalles and turned their machinery with a 30 horse-power motor. In 1881 he married Caroline Friederichsen, daughter Carsten and Anna of The Dalles and their children were: 1. Carl who married Mary McInerney and live in California; 2. Fred who married Pearl Estes and lives in Portland; 3. Anna (Mrs. Luther Fox) of California and 4. Ella of Portland.

Charles Gillman

Chas Gilman and Son Real Estate firm of The Dalles in 1902 was well known. Chas. Gillman was born (1863) at Kent, Mich. son Nathan, a Civil War veteran and Emma (Rose) Gillman; was a steam engineer in Michigan shingle mills before he farmed in Sherman county. In 1901 he worked for the Joe Peters lumber yard then entered the real estate business. In 1883 he married Ella Smith, daughter Peter and Arminde (Evans) Smith. Their son Earl Gillman was with his father in the real estate office here as was Verta. ---History of Central Oregon.

No one seems to remember when the family left The Dalles or where they went.

Frank Heater

Frank Heater was for 30 years Dalles City marshall and came to The Dalles in 1875, as a kid he herded cows along the banks of the Columbia and hills about The Dalles. In those early days there were no dairies so everyone with a family, who wanted milk, had their own cow in town. It was his job to gather up those family cows, each morning, into a herd, then drive them to grass and back home again each night. For that daily task he generally recieved the modest sum of 50¢ which he had to collect from each cow owner at the end of the month! Later he became a professional buckaroo, then a sheepherder. He operated one of the two Dalles saloons with sawdust covered floors. Pioneers say the sawdust was on the floor to absorb the blood which always ran freely during fights; and made it easier on cash customers who drank so long and so much they could no longer walk and when they fell the sawdust would absorb the blow of the head meeting the floor; it also prevented breakage of glass on the floor and it was also just a pioneer custom, like it is with butcher shops, to cover the floor with sawdust in some saloons.

In 1918 Frank Heater joined The Dalles police force and was made chief of police when Ralph Gibbons was killed by a bandit at the depot. The Chinese tong war of 1920 was almost the undoing of Chief Heater when he got "between the cross-fire" of the 2 local tongs, while trying to break up the shooting. A bullet imbedded itself in his star, over his heart, and another pierced his left leg. By that time the fire bell rang for help and "sportsmen" turned out with their shot guns ready to "wipe out China town". The Chinese heard the bell and seen the crowd gathering and realized the danger they were in and "talked peace" with Mr. Heater, who advised them to cut out their Tong wars in The Dalles or the people would run them out of town. They understood that kind of "straight talk" and that was the last of the Tong Wars in The Dalles. Soon after Portland took like steps and threatened to load them on a boat headed for China and they quit warring down there too, as well as in other cities.

Henry Charles Hurley (1881-1942)

Real Estate merchant of The Dalles in partnership with Frank Kargl. He was born in London and came to the U.S. in 1911 and to The Dalles in 1913 after being in business in Casper, Wyo. and Portland. In 1913 he was a saddle maker for Victor Marden who operated one of the largest saddle factories in the west at 316 Washington street. He joined Frank Kargl in 1921. At the time of his death his daughters were: Monica; Olive and Eileen.--Dalles Chronicle.

Albert Johnson (1885-1934)

Was for 23 years engineman of the Great Southern railroad; was born in Sweden and came to The Dalles in 1887 as an employee of the O.R. & N railroad with whom he remained until 1905 when he joined the Great Southern. The railroad crew lived in Dufur from 1905 to 1912 and from the latter date until he retired in 1928 he lived in The Dalles. In 1890 he married Josephene Anderson and their children were: 1. Effie (Mrs. Irving Easton) Portland who has a son Frank in Salem, Ohio; a son Clarence in Portland and Elvera (Mrs. Clarence Ilk) Portland; 2. Florence (Mrs. Louis Bleim) Dufur, librarian who has helped with the Dufur section of this history and whose husband is postmaster at Dufur and they have a son Lewis of Dufur who married Charlotte Williams; 3. Roy Johnson died single; 4. Elmer Johnson of The Dalles who provided this biography and is a mechanic and an old school chum of the writer of this history.

James L. Kelley (1860-1929)

The Kelley family biography appears on page 284, under Wrentham, but the following story from the Ed Limmeroth scrapbooks at the Dufur Library was not available when that biography was compiled.

James L. Kelley was born in St. Paul, Minn. son of Kieran and Mary (Burke) Kelley and came west to San Jose, California and north to Walla Walla with his parents, who later settled on Summit Ridge above Wrentham (1879) on a wheat and stock ranch and bought more land, from time to time down Wrentham Canyon, some of which he operated jointly with his brothers. In 1885 he married Henrietta Wakefield of The Dalles and they moved to their home at 8th and Case streets in 1890 so their children could attend Dalles schools, and which home has been in the Kelley family for more than 60 years!

James L. Kelley was actively interested in promoting the Wasco County Fair at The Dalles and served as its president from 1911 to 1913. He introduced the rodeo feature of the fair for the first time in any city in the Pacific Northwest. (Note:-- we want to impress upon the student of our history that the Pendelton Roundup was founded in The Dalles FIRST by James L. Kelley and due to lack of interest on the part of Dalles people it became the "epic drama of the west at Pendelton", whose people were more foresighted and able to cooperate more closely than they could here. The same thing can be said about the Wasco county fair, which Mr. Kelley promoted here, "due to lack of interest on the part of the people of The Dalles, it was taken over by the people of Tygh Valley and southern Wasco county.")

Mr. Kelley was mayor of The Dalles from 1905 to 1908 and counsilman during the time when the city hall was under construction. He was state legislator in 1914. He was leader of the good road movement in The Dalles, a booster for the progress of the city and an active worker in the Chamber of Commerce.

Kelley Horses Burned in 1935

On August 15, 1935 a fire on the Louis J. Kelley ranch burned 26 horses to death and destroyed the Kelley barn in the Columbia District, which was filled with hay. Spontaneous combustion was believed to have been the cause of the 11 P.M. blaze. Raymond and Margaret (Wiley) Kelley were occupants of the ranch. The barn was a mass of flames when they woke up, it being impossible to rescue any of the horses. The blaze attracted attention for miles around and many people flocked to the fire. The ranch house was saved as the wind blew away from the house.

This ranch house and barn were on the place adjoining the Columbia Hall, in the Columbia District, which so many people are familiar with. Large barns on ranches are no longer used, in most cases, except to store machinery in. They are monuments to the memory of the horses that used to do the work on ranches before tractors and caterpillars were introduced.--Limmeroth scrapbook, Dufur Library.

Thomas Knebel

Thomas Knebel was born in Germany the son of Thomas and Mary(Gates)Knebel and came to South Liberty, Johnson Co. Iowa at the age of 6(1868). The family moved to Eugene in 1870 and lived on Mill creek in 1880 and lower 15 Mile just above the Cushing place. Mary Gates was born in Iowa in 1842. Children:

1. Josephene(Mrs. Wm. H. Cushing) was born in Iowa in 1864 and Mr. Cushing was born in The Dalles the son of Mile M. Cushing 1850 Dalles pioneer and farmer of Cushing Falls, on lower 15 Mile. Children:
 1. Frank Cushing married Ruby Allen and lived at Canby; had 6 children(see Cushing biography- 379).
 2. Kate(Mrs. Archie Remington)lived at Pocatello, Idaho and had 4 children.
 3. Olive(Mrs. Elmer Mettler) Milwaukie, Oregon.
 4. Bessie(Mrs. E.J. Anthony)of Walla Walla who have 11 children.
 5. Esther(Mrs. Chester Campbell)The Dalles have 5 children.
 6. Sybil(Mrs. Hubert Radcliff)The Dalles have 2 children.
 7. Maurice Cushing, The Dalles married Virginia Grant and have Jonathan Wayne Cushing.
 8. Helen(Mrs. Alfred E. Rondeau)Condon farmers; have 2 children.
2. Joe Knebel was born in Iowa(1866)and for years worked for the old Wasco Mill; married Ida Peiper who was born in Mo.(1873)daughter Fred who came to The Dalles as a railroad employee in 1883 and Dora(Rothker)Peiper. Their children were: 1. Ellis Knebel who died in 1937; 2. George Knebel a disabled World War 1 veteran and retired merchant who married Esther Jones; 3. Carl who died single; 4. Mildred who died single; 5. Joe, single, The Dalles with State Highway Department; 6. Dorothy (Mrs. Chas Suomela)The Dalles where Mr. Suomela is on the Celilo canal staff.
3. Dan Knebel was born in Iowa in 1869 and married Sarah Martin. He worked for the old Wasco Mill for 30 years and came west with the family to The Dalles in 1890.
4. Teresa(Mrs. Enlauf)of Santa Paula, Calif. was born in Iowa(1860)and her children were: 1. Agnes(Mrs. George Hector)Tracy, Cal. 2. Wese, died single; 3. Joe Enlauf of Calif.
5. Mary(Mrs. Tom Denton)Mill creek, was born in Iowa(1862) and their children were 1. Mamie(Mrs. Joe Cola)Portland; 2. Lillie(Mrs. J.M. Finley)San Francisco; 3. Lafayette Denton, farmer.
6. Addie(Mrs. Jack Harvey)of Idaho; had no family.
7. Ida(Mrs. Knight Metier)The Dalles was born at Eugene in 1877.
8. Kate(Mrs. George Nowak)Santa Paula, Cal. was born at Eugene 1874. Her children were Milton, Wallace and Evelyn all of California.--Data by Mrs. Joe Knebel.

Henry Klint

Henry Klint was a stone mason, brick layer and farmer of Crates Point who has presented Maryhill Museum of Fine Arts with an excellent collection of Indian relics plowed up on his place at Crates Point, which was for hundreds of years an important camping place and trading spot for Indian tribes. He was born in Germany(1830)son of Goris and Viebke(Stuhr)Klint and was apprenticed a mason in the schools and trades of Germany. He came to the U.S. in 1851, migrated from N.Y. to Iowa then to the California gold fields and back to Iowa in 1862 where he joined his family and made preparations for his second journey west by ox-team across the U.S. to Oregon in 1863 and was a contractor in The Dalles from 1863 to 1869 when he moved to his ranch 2 miles west on the city on the river road where he raised hay and vegetables. In 1854 he married Doris Stottenberg of Germany in Iowa, her family being 1847 emigrants, her parents being Hans and Angie(Mundt)Strottenburg. The Klint children were:

1. George Klint, single, of Ocean Park, Washinton.
2. Charles Albert Klint, single, of The Dalles.
3. Alvina(Mrs. Hans C. Nielsen)-Mr. Nielsen was an early 1880 Dalles tailor and later a Mill creek farmer whose children were: 1. Klint Nielsen, Mill creek farmer; 2. Allie Nielsen, Mill creek farmer who married Velma Smith and have Gene and Patricia; 3. Dora(Mrs. A.W. Beckman)Bremerton, Wash. where Mr. Beckman is a shipyard engineer; 4. Alvina Nielsen, Ocean Park, Wash; 5. Genevieve(Mrs. Harry White)Portland where Mr. White is a crane operator; 6. Margaret(Mrs. Joe Vielbig)Lima, Peru where Mr. Vielbig is manager of the Bank of New York; 7. Ruth(Mrs. George S. Williams)Mill creek, Mr. Williams is a retired oil driller of Columbia, South America and their children are Cleve in college and Lurlee, air line hostess on Pan-American Air Lines; 8. Mildred Blatch lives in Washington, D.C. Margaret(6 above)has sons Klint and Joseph.
4. Amalie, single of The Dalles.
5. Walter Klint on the old home ranch at the mouth of Chenowith creek married Ethel Eastman and their children were: 1. Henry Klint of The Dalles who married Phillis Rhinehard(daughter of Dr. Rhinehard listed on page 381)and have sons Phillips and Paul; 2. Doris(Mrs. Oliver Gunderson)lives in the Willamette Valley; 3. Elizabeth(Mrs. Phillip Lunstrom)White River, Wash; 4. Kathleen of Alaska.

--History Central Oregon; modernized by Henry Klint and Allie Nielsen.

Thomas Stackpole Lang

Editor Times-Mountaineer, Wasco Sun; Receiver of U.S. Land Office and stockman; was born(1826) at North Berwick, Maine son of John and Anne(Stackpole)Lang; was educated in Maine and worked in his father's wollen mills. In 1856 he married Mary Varney of Brooks, Me, daughter of Mose and Maraget(McClure)Varney. In 1867 Mr. Lang was U.S. Commissioner to the Paris Exposition and traveled for 2 years; he was a legislator in Maine(1870-72)and came to Oregon for his health in 1875 becoming a sheep man at Heppner in 1876-77 then moved to The Dalles where he was owner and editor of the old Wasco Sun and later editor of the Times-Mountaineer; receiver for the U.S. Land office (1890-94). Their children were the well known Elizabeth L. Lang and Annie M. Lang, early Dalles school teachers who lived at 121 W. 4 and devoted their declining years to the Daughters of the American Revolution, their church and their interest in our history. They gave nearly all their resources away, in various charity forms; and died almost in poverty.

A. Ad Keller

Dalles baker and saloon man was born in Switzerland(1851)son Nicholas and Susanne(Schwendiman) Keller, a butcher and stockman; was educated in the schools of Berne and served in the Swiss army and came to Portland in 1878 as a butcher. In 1883 he came to The Dalles as bookkeeper for the old Columbia Brewery, later(1902)operated a saloon, then ran an employment office and a bakery. In 1886 he married Louise Strasser of Switzerland, daughter Johann and Anna(Lewenburger)Strasser and a sister of Emil Strasser of 5.Mile. Their children were:

1. Albert Keller, refrigerator engineer of Portland who has Albert Jr.
2. Louisa(Mrs.Frank Covey)Woodburn, Ore. whose son is Prof. Covey of Eugene.
3. Marie(Mrs.George Rockwood)LaGrande who have a son Harold, a captain in the army.
4. Grover Keller of The Dalles who assisted with this biography.
5. Julius Keller of Seattle, mechanic for the Great Northern and Northern Pacific railroads.
6. Henry Keller of Raymond, Wash. who married Goldie Thompson of The Dalles, daughter of barber John Thompson. Mr. Keller has the Ford agency at Raymond.

The Lane Brothers, Blacksmiths

Andrew W. Lane, in the Gay '90's was one of the prominent blacksmith families of The Dalles. He was born in Indiana(1830)son David,(an 1812 War veteran)and Drusilla(Swearingen)Lane. In 1848 the family went to Mo. and in 1853 they crossed the plains by covered wagon through The Dalles to Harrisburg where he learned the wagonmaking and blacksmithing trades. At Harrisburg in 1858 he married Indiana Smith, daughter Abraham Smith an 1852 covered wagon emigrant to Springfield. By 1876 he became an invalid with T.B. and had to live off the royalties from a windmill patent. Their children were: 1. Morris Lane, blacksmith of Shaniko; 2. Andrew Lane who went to Nevada; 3. Belle(Mrs.Issac Williams)Portland; 4. Hattie(Mrs.G.E. Stewart)Portland; 5. Agnes of Portland.

Lewis L. Lane, brother of Andrew Lane was also a Dalles blacksmith of the Gay '90's and wagon-maker who was born in Linn county(1861)and came back to Tygh in 1878 then went to Susanville, Cal. and later to Seattle, but by 1889 he came back to The Dalles and opened a shop at 3rd & Jefferson which employed from 4 to 8 men. He built many of the stage coaches that operated on The Dalles to Prineville, Wapinitia, Goldendale, and Sherman county runs and made other very beautiful pieces of workmanship including the Benjamin A. Gifford photography wagon, which was a prize winner at the fair. He was associated with Frank Sexton and their business was known as Lane & Sexton for a number of years. In 1884 he married Hattie Miller, daughter of Eliska Miller and their daughter Gladys lived in Spokane.--History Central Oregon, modernized by Frank Sexton.

Wentworth Lord

Westworth Lord was an early Dalles merchant and later manager of the old Wasco Mill. He was born at Denmark, Maine(1832)son of Job and Evelyn(Ingalls)Lord and recieved his early education in Maine and came to California by water in 1857 and up to Portland and The Dalles in 1858 where he engaged in the merchantile business and later, as stated above, was the manager of the Wasco Mill at the time it expanded into the power business and built the flour mill at the turn of the century. In 1861 he married Elizabeth Laughlin, was born(1841)in Mo. the daughter of Wm.C. and Mary(Yeargin)Laughlin early 1850 settlers of The Dalles(see page 6 of this history). Their only daughter Evelyn became the wife of Fred Houghton, Dalles druggist who lives at 710 Court and helped with this history.

Judge A.E. Lake (1856-1934)

Wasco County judge and Dalles business man, was born in Portland and came to Wasco county in 1881 as a teacher and later engaged in the merchantile business and operated a sawmill at Wamic; he was county clerk of Wasco County in 1890 and Wasco County Judge from 1904 to 1914 and was the man to raised the cash for the building of the present courthouse, one of the finest memorial buildings in Oregon, to his memory. The county commissioners who worked with him were C.H. Southern of Boyd and H.C. Rooper of Antelope. C.J. Crandall of The Dalles was the architect. Mr. Lake was also on the building committee that planned the erection of the Elks Club in The Dalles. He married Josephene Bradley and their children were: 1. Mrs. J.R. Ward of Boering; 2. Hilda Lake of Portland; 3. Charles Bradley Lake of Chicago; 4. Winston R. Lake of Seattle.

Carl F. Mehl (Mell)

Retired stockman of The Dalles was born in Germany(1840)son Godfried and Eliza Mehl and came to Wisconsin(1863)and to Minn.(1867)as a stockman and railroad contractor. In 1876 he came to The Dalles and opened a meat market and later was with the railroad 6 years, then became a stockman of Klickitat county for 13 years before he retired to The Dalles. In 1886 he married Eustina Zigenhagen of Germany, a sister of Herman Zigenhagen of The Dalles. Their children were: 1. Emily Mell of Seaside; 2. Rudolph Mell, railroader of The Dalles; 3. Helena(Mrs. Julius Pankonin) of The Dalles where Mr. Pankonin was a farmer and contractor and whose daughters married Lester and Sam Walker; 4. Fred Mell, Dalles and Portland railroader; 5. Christina Mell of Tacoma; 6. Amelia Mell of Seaside; 7. Frank Mell, Dalles farmer and business man who married Frances Eva Larabee and whose son Frank is at Sand Point, Idaho and their second son Carton Norman Mell is manager of the Union Oil Service Station at 102 E 2.--History Central Oregon modernized by Mrs. Frank Mell.

Wm. Franklin Magill (1862-1938)

Was born in Iowa son of John Magill and came to Wamic(1869)with parents and brothers George and Fred of Wamic and sisters Anna Packard of Castle Rock; Edith Eubanks of Wamic and Ruth McCorkle of Wapinitia. At the time of his death in 1938 he left a son Frank Magill, retired Rural Mail Carrier and farmer of Wamic and The Dalles and 2 daughters, Mrs. Martin of Pendelton and Mrs. Spoor of Grass Valley. The settlement of the Magills at Wamic in 1869, 84 years ago, makes them one of the earliest pioneer settlers of that community and Wamic was first settled in 1846, 23 years before the Magill family went out there! Wamic is one of our oldest communities.

John M. Marden

John M. Marden was a farmer and merchant of The Dalles in the 1880's; was born at Georgetown, in the District of Columbia (1828) son of Nathaniel and Mary (Lutz) Marden of Va. and was a graduate of Columbia College in Washington, D.C. and was also a carpenter. He went to the California gold fields in 1849 by mule team, did some mining and was a carpenter at Marysville; in 1858 he went to the Fraser river mines in British Columbia and in 1859 returned to Hood River where he homesteaded until 1883 when he entered the mercantile business ^{here} with R.F. Gibbons and A.S. McAllister. They burned out in the great fire of 1891 and after that he engaged in the real estate and insurance business until his retirement in 1902. In 1889 at The Dalles he married Harriet A. Reed, daughter of Calvin Reed 1850 pioneers to Troutdale, Ore. and their children were:

1. Victor Marden (1874-1951)

Victor Marden was a saddle and harness shop manufacturer of The Dalles; was born in The Dalles (1874), was a graduate of The Dalles high school and Pacific University and learned the harness and saddle making trade (1892) in Farley & Trouts with whom he stayed 8 years until he opened his own saddle shop (1900) at 500 E 2 (Kuck & Bonneys) and later moved to 318 Washington street. His place of business made some of the most beautiful saddles, harness and other leather work ever seen in the west and was widely known for his beautiful Mexican leather work. He took prizes at the fairs for sets of double harness he made for B.A. Gifford, internationally famous Dalles photographer, and other well known families of The Dalles and Wasco county who prided themselves in those by-gone horse and buggy days, on the ownership of beautifully decorated harness for their buggy and work horses, or the beautiful as well as useful saddle he made for cowmen and show purposes. He established what we now call a "catalogue house" and published one of the first illustrated catalogues of the west in which he pictured his harness, saddles, horses and riders and they brought orders for his goods from all over the west to say nothing of the personal visits to his place of business for cow boy boots, saddles, harness and other beautiful leather goods. One of his most expensive embossed, gold and silver mounted saddles sold for \$3000 (\$10,000 1952) to a Harney county rancher. M.Z. Donnell, Dalles druggist said, "John Marden's homestead was just west of Hood River where his daughters Virginia and Grace were born; his daughter Harriett was born on the Marden-Middleswartz ranch at Mosier. Victor Marden's big shop was at 318 Washington where The Dalles Furniture store is now located and he used the upstairs part of that building for his harness and saddle manufacturing shop and the lower part of the building for his retail shop where the many beautiful saddles and sets of harness were on display and where the cowboy boots and the many other leather goods items were sold. He employed 8 to 10 men in his workshop besides the salesmen, and catalogue department employees. The coming of the automobile put Mr. Marden out of business.

"It is hard to realize", continued Mr. Donnell, "in this day and age of rodeos, fairs and pleasure horses, that between 1910 and 1915 there was a great depression in the saddle and leather goods business. People were just simply not interested in horses. Their interest was in cars. Even the demand on cattle ranches for saddles fell almost to zero. Consequently Victor Marden went out of business and The Dalles lost one of its finest industries and much publicity. In cooperation with J.L. Kelley, Victor Marden brought in the talent (riders and horses) for the first rodeos held in connection with our fair, on the fair grounds west of The Dalles (1911-14). Some of the riders at first were "local talent" from Wasco and Klickitat counties. Then Mr. Marden made a trip to the Cheyenne Frontier Days Rodeo, the first professional rodeo in the west, and induced some of those more well known riders to come west for the show at The Dalles, which they did and which made The Dalles rodeo more widely known and better liked. But interest in the rodeo in The Dalles dwindled, as did Mr. Marden's business; the rodeo was taken to Pendleton and Mr. Marden went out of business. Victor Marden married Kate Stevens of Heppner and their daughter married and is living in North Carolina while their son John Victor Marden lives in the San Jose vicinity of California. Victor Marden went to Portland where he died in 1951." (John Wernmark worked for Victor Marden).

2. Virginia Marden, oldest daughter of John Marden married Mace Fulton (see page 277 for biography).
3. Grace Marden became the wife of M. Z. Donnell, Dalles Druggist, who furnished the nice addition to the Victor Marden biography above. The Donnell biography is on page 383.
4. Harriett Marden married Will Hansen and lived in Salem. Mr. Hansen was a bookkeeper for Edward C. Pease store at the time of their marriage and they had a son Reed Hansen who is a civil engineer building military bases for the army at Casablanca, North Africa.

Richard D. Maxon (1873-1942)

Was a Dalles contractor and Spanish-American War veteran; was born in N.J. son of Stiles Maxon, architect, with whom R.D. Maxon was associated in his early years learning the construction and draftsman trade. The family went to Omaha and built many of the public buildings of the central west. They came to Portland in 1892 and R.D. Maxon went to Alaska in 1895 and was there during the gold rush period designing and building many of the buildings in Skagway. In 1898 he was back in The Dalles with C.J. Crandall, Dalles architect and builder, then served in the military forces in the Spanish war after which he returned to The Dalles to live and follow his occupation as a contractor. During World War I he was a "blue print reader" in the shipyards at Marshfield and a superintendent of construction. In 1905 he married Maie Barnett, daughter of J.E. Barnett whose biography appears on page 379. Their daughter Edna Lois Maxon became the wife of Carrol Saunders of The Dalles, owner of the Hospital Pharmacy at 427 E 7, son of Frank Saunders engineer of Big Eddy, the family biography appearing on page 225, under Big Eddy post office where Mrs. Saunders was postmaster for a number of years. —Ed. Limmeroth scrapbooks, Dufur Library.

George B. Martin

George B. Martin, Civil War veteran homesteader of Pleasant Ridge and Dalles to Prineville freighter was born in Indiana (1848) and served with the 7 Kansas Cavalry during the Civil War and was an 1852 emigrant to California and did considerable travelling around before he married Nancy Cromwell and came to The Dalles in 1884 where he homesteaded on Pleasant Ridge and freighted between The Dalles and Prineville until the railroad was built into Shaniko in 1900. Their children were:

1. Otis Dell Martin

O.D. Martin, Dalles auctioneer and business man married Lulu Taylor, daughter of James Taylor, pioneer 3 Mile settlers and their children were:

1. Norval Martin, Dalles farmer and real estate merchant of Portland, married Alice Skelley and have
 1. Betty (Mrs. Chuck Biggerstaff) Portland; 2. Argina who was killed in a car accident.
2. Lewis Martin of Beaverton married Bertha Potter and had Lewis Jr.
3. LaVern Martin became Mrs. Homer Harriman and they had 1. Janet (Mrs. Truman Osborn) Estacada and Jean of Portland.
4. Verl (Jack) Martin, Dalles cherry orchardist married Rose Creason and had 1. Dorothy who died single; 2. Robert of The Dalles who married Fay Waters and have Randy and Beverly; 3. Don of The Dalles.
5. Paul (Bill) Martin, Mill creek farmer married Gortrude Zachery, daughter Willis Zachery Dutch Flat farmer and Dalles drayman; and have Ruth; Willis and John Martin. Paul Martin furnished this very fine biography of the Martin family.
6. Delmar J. Martin Dalles laundryman married Isabel Babcock and have 1. Shirley (Mrs. Robert Wagonblast) The Dalles who have Phillip and Robin; 2. Don Martin married Betty Morgan and have Cynthia; 3. Steve Martin, single.
7. Milt Martin, Dalles farmer and concessionairist of amusement devices married Jesse Denton and had Floyd and Eddy Martin; married 2. June (Lash) Clifford daughter Ollie Lash.
8. Geraldine (Mrs. John Bonn) The Dalles groceryman.
9. Gerald Martin, died single.
2. Lewis C. Martin, (son of George and Nancy (Cromwell) Martin) of Chico, Calif. married Edith Harris and had Lee Martin who operates a massage treatment office at 209 E 3, married Hazel Preston and they have Barbara and Leon all of The Dalles.
3. Flem Martin became the wife of Levi Christmas, who was Wasco county sheriff 20 years and their children were: 1. Edna (Mrs. Bob Johnson) Portland; 2. Veva of Bremerton, Wash; 3. Robert Christman, district attorney of Enterprise, Ore. 4. Cecil Christman, Wallowa city attorney; 5. Elsie (Mrs. Leslie Owen) Redmond, Oregon.

Fred Lash

Fred Lash, 3 Mile farmer was born at Rockport, Mo. the son of George Lash; came west to the Big Bend, Washington country in 1900 and to The Dalles in 1901 where they lived on the Tibbetts place $4\frac{1}{2}$ miles out on the 3 Mile road. The family farmed on 7 Mile Mountain in 1906 and Fred Lash married Alice Tibbetts, daughter of Edward Tibbetts and their children were:

1. Earl Lash 3 Mile farmer who married Leona Morgan, daughter Leander and Sarah (Lookhart) Morgan. Orlando (Leander) Morgan was the son of Peter P. Morgan 1852 emigrants from Iowa to Oregon City and settled on Dutch Flat in 1854 on the Obriest-Lash place. His wife was Nancy Wilkins. Sarah Lookhart was the daughter of Lewis and Mary (Duckett) Lookhart and Leona was the only child of Orlando Morgan. The only child of Earl and Leona Lash was Darrel Lash who married Mildred Harrison. Peter Morgan's son Xanthus Morgan was also a 3 mile farm family, marrying Martha McCombes and their children were 1. Edna (Mrs. A.E. Renken) Dry Hollow orchardist; 2. Lester Morgan, 3 Mile farmer who married Illa Sheffer and had a daughter Betty (Mrs. Don Martin) see above, who have daughter Cynthia; 3. Ruby (Mrs. John Fagan) Canby; 4. Xie Earl Morgan of New York City; 5. Ella (Mrs. Audrey Underhill) 3 Mile farmers who have Harry and Judy. Peter Morgan's son Alphonso Morgan, who lived on the G.E. Sanders place at the forks of the road $4\frac{1}{2}$ mile out on 3 Mile, was father of Dr. Ben Morgan whose story appears on page 367.
2. Ollie Lash, son Fred Lash, Dry Hollow farmer, married Lavina Gibson, daughter of James and Elizabeth (Wickman) Gibson (see page 274) and had daughters Alice and June (Mrs. Milt Martin-see above).
3. George Lash of Portland has June and John.
4. Opal (Mrs. Chas Head) The Dalles; Mr. Head being a city employee recently badly gassed by the chlorene the city puts in its water to "purify it".
5. James Lash, Mill creek farmer who has Jim Jr. and Joanne.
6. Florence (Mrs. Wm. Metier) Seattle.
7. Orville Lash, Dalles railroader, married Mary Saunders, daughter of Freas Saunders and had a son Laddie; married 2 Mary Jensen and had June.
8. Harold Lash, Dalles farmer, married Wilda Dixon.---Biography by Mr and Mrs Earl Lash.

Ezra Meeker (1830-1928)

While Ezra Meeker was never a resident of Wasco county, he contributed much to our history through his interest in the Old Oregon Trail; was born (1830) Huntsville, Ohio; married (1851) Eliza Jane Sumner, who died in 1909, and came west with a train of 1600 wagons during the "bg emigration" of 1852, and there were 40,000 people strung out for 300 miles in his train and 5,000 of them died on the road!- of cholera, accidents and disease. He went on down the river from The Dalles by boat to Kalama, Wash. and in 1853 to Seattle settling on McNeil island, later moving to Puyallup where he was buried. He had a son Marion Meeker of Cajon, Calif; a daughter Carrie Osborne and a daughter Ella Templeton, both of Seattle at time of death and Mrs. Roderick McDonald of Pentecon, B.C.

Michael Doyle

Michael Doyle was the pioneer farmer of Doyle Grade, on upper Chenoweth creek who cut the logs and built the old log school house for school district 10, at the foot of the Doyle Grade. He was born in Pennsylvania (1842) son of Patrick and Eleanor (Graham) Doyle of Ireland, and Mrs. Doyle's father David Graham was a veteran of the American Revolution. They came to The Dalles in 1878 and homesteaded on the Doyle Grade where they operated a dairy with some 40 cows. In 1887 he married Slinda Beers, daughter George and Mary (Roberts) Beers, a Dalles business man of 1893 associated with Samuel Brooks in the merchantile business and was later city marshall. Their children were:

1. Ralph E. Doyle, farmer on the old home place who married Etta Nagel but had no family.
2. Chas H. Doyle farmer of The Dalles and Mosier, had sons Henry and Melvin Doyle.
3. Mary (Mrs. Abel Y. Marsh) whose biography appears on page 383, had sons Wm. and Harold Marsh.
4. Edna (Mrs. Adam Kaufman) 3 Mile orchardist and: 1. Nellie (Mrs. W.H. Hess of Calif.); 2. Mimie (Mrs. Moses Japson) of Calif; 3. Delward Kaufman had Fred on Dalles police force; Delwin; Loren killed in Korea; Della; Illa; Kenneth; Allen; Lena and Delores; 4. Ralph Kaufman, Dalles orchardist married Florence Percy and had Jerold; 5. Talbert Kaufman, truck driver has son Roland; 6. Florence Streeter lives in Bellingham; 7. Willis Kaufman Dalles orchardist; 8. Vern Kaufman of Calif.
5. Ina Doyle married John Baker of The Dalles. --- Data by E.C. Fitzgerald and Mrs. Adam Kaufman.

Edward C. Maynard (1883-1939)

Ed Maynard operated a community store at 14 & Trevitt and was mail contractor between The Dalles post office and depot, and was also a Spanish-American War veteran. Death came by his own hand, his body was found in the garage where he had shot himself to death with an automatic pistol. He was dispondent because of ill health and the loss of his mail hauling contract. His children were Edna and Margaret of The Dalles, Mrs. Phoebe McDonald of Akron, Ohio and Hattie Brackett of Natick, Mass.

Edward J. McMahon (1881-1943)

Ed McMahon was a well known Dalles restaurant operator, railroader and WW I veteran; was born at Hunington, Ind. where he attended St. Peter and St. Paul academy and then became a machinist on the Erie railroad; in 1903 he transferred to the Chicago & Alton railroad as roundhouse foreman; in 1908 he joined the Missouri Pacific at St. Louis as general foreman; in 1913 he went to La Junta, Colo. with the Santa Fe as master mechanic. In 1917 he joined the aviation corps of the army and came to The Dalles when the war was over establishing a machine shop and in 1925 entered the restaurant business here. He was survived by his wife Lena McMahon, a sister Sister Mary Loretta at Milwaukee, Wis. and a brother Charlie McMahon, restaurant operator of The Dalles who died in 1944, after living in The Dalles 40 years, leaving a wife Mary and the above named sister.

Mrs. Benton Mays (1857-1946)

Was born Lizzie Lue Parker at Galesburg, Illinois, daughter Cyrus B. Parker and came west on the Union Pacific to Kelton, Utah (1870) where she was met by her uncle Horace Parker of Dufur, brother of Cyrus who had recently died leaving Mrs. Mays an orphan of 13. They drove west by team and wagon from Kelton to Dufur. In 1874 she married Benton Mays (died 1938) son of Robert Mays of Dufur and Tygh and they lived in a log house until they could build themselves a new home. In 1889 they moved to a stock ranch in Wallowa county but returned to The Dalles in 1902 to managed the estate of Robert Mays who had recently died and lived at 914 Laughlin. They owned the old stone "Dalles Castle" but Mrs. Mays never liked its interior arrangement.

Mrs. Mays took an active and deep interest in the preservation of Dalles and Wasco county historical records. She kept a scrapbook (several scrapbooks) full of history and was for 20 years President of the Old Fort Dalles Historical Society; was President of the Old Wasco County Pioneers' Association which she helped organize. Their children were: 1. Otis of Portland; 2. Polk Mays of Joseph, Oregon; 3. Mrs. Blanche Parkins of Hood River; 4. Grace Undler of Piedmont, Calif. (We understand all these children are deceased. We have made numerous inquiries as to the whereabouts of Mrs. Mays scrapbooks of history without success and would appreciate having the opportunity to examine them.)

-- Ed Limmeroth scrapbooks, Dufur Library.

John Michell

Was born in England the son of Wm. and Ursula Michell. He was educated as a lawyer and printer at the University of Michigan and came to The Dalles in 1865. In 1880 he started The Dalles Times which was consolidated with the Mountaineer in 1882 becoming the Times-Mountaineer which he operated until 1895 when he sold to J.A. Douthit who discontinued publication shortly thereafter. It was one of the leading newspapers of Oregon in 1895. In 1896 he became state senator. In 1880 he married Ella Bulger and their daughter Maude lived at Stevenson, Washington.

Alexander Nish

Sherman County retired farmer of The Dalles was the last sole surviving member of the J.W. Nesmith Post of Civil War Veterans in The Dalles. His home ranch was $\frac{1}{2}$ mile east of Monkland. He was born in Scotland (1847) son Wm. and Grace (McKean) Nish; came to N.Y. in 1852 and later to Illinois where he enlisted in Co. I. 95 Ill. Infantry for 2 years service, then went to Iowa. He claimed his name was origionally McNish, but that he enlisted under the name of Nish, later became an American citizen under that name, and in order to draw his military pension he continued to use the name Nish. In 1885 he married Harriett Thompson, daughter of Chas and Deliah (Baxter) Thompson, postmaster and merchant of Monkland, in Sherman county and they had Charlie and Deliah Nish.

Abiel S. McAllister

Dalles laundryman and first President of the first Wasco County Fair Board (1882). He was born in Maine in 1841 son of Abil and Lucinda (Atkinson) MacAllister and was a retired sheepman of eastern Oregon who came to The Dalles in 1878. He married (1867) Sarah Peaslee, daughter Merrill and Mary (Curtiss) Peaslee. His Dalles Steam Laundry was at 400 E 3rd and employed 15 or more people.

The McClure Cabin

When one drives or walks down past 319 W 9 street, he is somewhat amazed to see, tucked among the conventional houses a log cabin, the popular home in The Dalles 100 years ago. The sight arrested our attention and we went in to see what it was that had turned the clock back, lo and behold there sat Maggie (Davis) McClure, behind a loom making a rug for someone and nearby was the old conventional spinning wheel of grandma's day and many other relics one would expect to see in a log cabin with its fire place and hand-made rugs on the floor and antique furniture. Maggie McClure is the daughter of Lafayette and Polly (O'Niell) Davis pioneer settlers of the Kingsley district who "retired to The Dalles in 1894" to their home at 1123 E 11 where they have lived for nearly 80 years. Mrs. Davis is 80 and Mr. Davis is 95 and they have already seen their 60th wedding anniversary! When they moved to their 11 street home 80 years ago, that part of The Dalles was "out in the country" and farmed.

Irl Davis, Mrs. McClure's brother of Hubbard brought the logs for the McClure cabin, from 2nd growth Willamette Valley fir in 1938. Mr. Quist erected the cabin and Joe Teko put up the fireplace and did the oakum calking. The hand-split shakes were put on the roof by Pete Peterson, local carpenter. The Hancock Sash and Door Co. of Portland furnished the windows and doors and casings.

Mrs. McClure, wife of Robert C. "Bert" McClure, partner of John W. Thompson in the barber shop at 512½ E 2 since 1910 until his death, has 5 harness looms and 2 tapestry looms in the cabin, and makes carpets, bed spreads, sofa pillows, curtains as custom work. Three very beautiful pieces of tapestry hangs on the cabin walls, a 2 X 3 foot Country Cottage scene; a 39 X 54 inch English Manor scene and a similar sized Norwegian Countryside scene, all the work of Mrs. McClure. Two old spinning wheels grace the living room, one of which was made by George Spooner, a Spanish-American war veteran in 1936 and Elsie and Anna Forest of 506 E 4th taught Mrs. McClure how to operate them. The puppets Iepetto and Penocchio of the Walt Disney series were made by Lewis Ralph. The McClure cabin is one of the unusual attractions of The Dalles and every resident, interested in our history, should reserve an hour to visit it and if you have taken that much of Mrs. McClure's time from her weaving work don't forget to give her a dollar for "guide fees" or an order for some of her fine work. Mrs. McClure is a pioneer and makes her living in exactly the same manner as grandma did when she was a widow in The Dalles 75 or 100 years ago, by the hand loom and old spinning wheel.

Inwert C. Nickelsen

The I.C. Nickelsen book and music store in The Dalles is 83 years old and now operated by the Weigelt Brothers at 315 E 2. Mr. Nickelsen was born in Germany (1842) son Peter and Christina (Peterson) Nickelsen and came to N.Y. in 1859 where he worked in a restaurant for 8 years to save enough to come to San Francisco and Portland by boat in 1867 and on to The Dalles where he worked 2½ years as a waiter in the Umatilla House. Then in 1870 he opened his book and music store on Front street but was burned out very shortly thereafter. He was able to re-establish his business and add a line of pianos and other musical instruments. He went back to Germany in 1872 and married Josine Fredden, daughter of Jorgen and Gardina (Nagel) Fredden who died in 1883. Mr. Nickelsen moved his book and music store to 315 E 2nd street and Gus Weigelt was one of his clerks who remained with him and thoroughly mastered the book and music store business and when Mr. Nickelsen retired he sold the business to the Weigelt Brothers who have since purchased the lot and building. The Nickelsen children were: 1. Christina (Mrs. Harry Grubb) whose husband was a railroader of The Dalles; 2. Julia (Mrs. Ernest Cramer) The Dalles; 3. Clara Parker of Washington, D.C. Martin Nickelsen of The Dalles, retired railroad auditor, is a younger brother of I.C. Nickelsen.--History Central Oregon, modernized by Gus Weigelt.

Joseph T. Peters (1858-1942)

Lumber yard and planing mill operator, wood scow and woodyard man, steamboat operator and capitalist of Portland; was born in Baltimore, Md. son of George and Sarah (Cordray) Peters and came to The Dalles in 1878 engaging in the wood business, employing the famous Columbia river wood scows to bring wood up the river to The Dalles. In those early days wood was practically the exclusive fuel for the city business and residential houses and he did a big business. He employed his own crewmen and cut most of his wood at Wind River and White Salmon and operated 4 wood scows. He always had the beach down back of the Umatilla House lined with wood, except in June highwater. His planing mill was at First and Monroe, near his lumber yard. He also stocked and sold farm implements. He was burned out in the big fire of 1891 but rebuilt. He sold to Higgins and VanDell in 1912 and moved to Portland where he became a director in the Oregon Life Insurance Co., President of the Regulator Steamboat line and President of the Bridel Veil Lumber Co. He had married Lucy Wilson, daughter of Joseph G. and Elizabeth (Miller) Wilson and a sister of Fred W. Wilson of The Dalles. Their children were:

1. Helen (Mrs. Willard Wilson) who lived in Chicago and Michigan.
2. Grace (Mrs. Hallett Maxwell) Pasadena, California.
3. Elizabeth (Mrs. Edwin Binney) Boston, Mass.
4. Janet (Mrs. Leonard Sloan) Portland, Oregon.--History Central Oregon modernized by Judge Fred Wilson.

Dave Nelson (1883-1939)

David Nelson, farmer in the Columbia District was born in Scotland son of James and Elizabeth (McKean) Nelson; came to San Francisco in 1879 and settled in the Columbia District in 1880. In 1893 he married Joan Stewart who died in 1932 and their children were: 1. Janette Sorahan; 2. Elizabeth Quirk; Anna Lane; Mable (Mrs. Milford Ball); Davina; 6. Charlie Nelson, farmer of Dufur.

Joe Rupp

Joe Rupp, farmer of Center Ridge who retired to The Dalles was born in Austria and in 1885 married Marie Bauer the year he settled on Center Ridge. Their children were: 1. Mrs. Guy Hendricks, Dufur; 2. Julia McKee, Portland; 3. Marie Blakney, Portland; 4. Mrs. Dave Linquist, The Dalles; 5. Frank Rupp farmer of The Dalles and Dufur.--Al Limmeroth Scrapbooks, Dufur Library.

Dr. John A. Reuter

Dr. J.A. Reuter was for more than 40 years a pioneer physician and surgeon with The Dalles Clinic and Hospital. He was born (1876) at Kaukauna, Wis. son of Alexander and Christina Reuter of Germany who farmed near Milwaukee, was a mason, manufacturer and banker who died at Jacksonville, Oregon in 1893. Dr. Reuter came with his parents to Jacksonville in 1883 and attended school there, then went to St. Marys at Oakland and then to Willamette University and graduated from the Rush Medical College at Chicago in 1897. He became an interne in St. Vincent hospital in Portland for a year and then was in charge of a railroad hospital on the Snake River Railroad. He then went to Europe and studied in London, the Vienna General Hospital, the St. Thomas Hospital, Guy's Hospital in London, the Bellevue Hospital of N.Y. and Northwestern University of Chicago, after which he established a practice in Portland, but found that the weather was bad for his asthma and came to The Dalles in 1902 as President of The Dalles Hospital being associated with his old Rush Medical school partner Dr. Elmer Ferguson, who had come to The Dalles in 1900 to establish a hospital in part of their home at 5th and Laughlin, with his wife Dr. Belle (Cooper-Rhinehard) Ferguson. Dr. Reuter has been credited as one of the most skillful physicians on the Pacific coast and was a Fellow in the American College of Surgeons. During World War 2 he relieved X-Ray burns severe enough to warrant amputation of his operating hand and which forced his retirement. He had married Dr. Ethel Gassman, a member of The Dalles Hospital staff and their children are Christine and John Reuter Jr.--History Central Oregon.

Capt. Robert B. Randall

The unusual love story of Capt. Robert B. Randall, U.S. Corps of Army Engineers, who was sent out by the government in 1874 to remove navigation hazards at Umatilla Rapids occupied headlines in the papers 78 years ago. During his stay at Umatilla, one day he wandered into the old cemetery and there on a head board in that little desolate sandy graveyard he read, "EMMA LOUISE TUCKER 1830-1883."

He recognized the name of his former sweetheart, whom he had loved in England. They became separated and she later married and came to America and on across the Old Oregon Trail to Umatilla where she died and was buried in that lonely cemetery-desert in 1883. After locating the grave Capt. Randall expressed the wish to be buried beside her to rest for all time to come.

Then on March 7, 1875, while attempting to cross the Columbia river in a sail boat, a squall cap-sized the boat and Capt. Randall was drowned. The body floated down the river to The Dalles where fishermen recovered it some days later. It wore an Odd Fellows identification so the local lodge was going to send the body to Portland for burial when the Umatilla lodge got news of the recovery of the body and made the Captain's wishes known to The Dalles lodge. The body was then returned to Umatilla and buried beside that of his sweetheart amid the dry hot sands and sage brush of eastern Oregon.

---Portland Oregonian 1905 by Lou Wenham.

William Rehbein

Wm. Rehbein was an 1882 railroad upholsterman and carpenter who was born in Germany (1848) and became a stowaway to America and in 1862 went to Illinois then to San Francisco as a wagonmaker, and on up to Portland where he worked in a wagon shop where Olds & King's store is now located. In 1882 he came to The Dalles as a railroad carpenter and upholsterman in the local shops and remained with the railroad and went back to Portland in 1890 when the railroad moved their shops from The Dalles to their big Portland-Albina terminal. He continued to work for the railroad until he retired. He had married Louise Schilke and their children were: 1. Bertha (Mrs. Park Bolton) farmers of the Wrentham district, the biography appearing under the Boltons of Rice; 2. Anna (Mrs. Clarence Gill) Portland; 3. Wm. Rehbein was an oiler on a steamship who died and was buried at sea; 4. Henry was a railroad boilermaker of Portland; 5. Paul was a railroad machinist of Portland; 6. Fred was a railroad boiler-maker of Portland; 7. George was a harnessmaker and later a plumber for Montague; 8. Ed was a railroad machinist of Portland and he died of gas effects received in World War 1. This is one of the outstanding railroad families of The Dalles and Portland where the father and 4 sons helped keep the wheels of railroad transportation turning.--Data by Mrs. Park Bolton, The Dalles.

Dr. William Shackelford

Dr. Wm. Shackelford, Dalles family physician up to World War 1 was an old army doctor at Camp Watson, near Mitchell during Civil War days, with the First Oregon Cavalry under General Benjamin Alvord in the long campaign against the renegade Indians who raided The Dalles to Canyon City freight and stage lines, killed many miners, pack train operators and freighters and settlers. (There are several books in our libraries covering these military campaigns). After Dr. Shackelford left the army he came to The Dalles and became a practicing physician and surgeon. He was the family doctor for the grandparents of the writer of this history and many other pioneer Dalles families. He had married the wife of Captain Eugene Coe and they lived at 410 West 4th where the large Joe Stadelman home is now located. They had no family but Mrs. Shackelford helped organize the Old Fort Dalles Historical Society and was very active in trying to preserve our history. We have not been able to locate any biography of dates on Dr. or Mrs. Shackelford.

Leo Schanno (1875-1939)

Dalles merchant was the native son of Emile and Elizabeth Schanno, 1865 pioneers of The Dalles; and Leo attended Dalles schools, the old Wasco Independent Academy and Mt. Angel College. He was associated in business with Henry J. Maier until 1922 when he continued to operate his cherry orchard on Sunset Hill. He was city councilman for a time and Dalles City Water Commissioner for 16 years. He married Amy Hall in 1905 and his children were: 1. Emile; 2. Delaney, farmer of lower 5 Mile; 3. Amy who died single.

--Ed. Limmeroth Scrapbooks, Dufur Library.

Lewis Anderson (1860-1923)

Homesteader of Pleasant Ridge was born in Sweden and came to the U.S. at 18 and married Carrie Jacobson in Wisconsin and came to Pleasant Ridge in 1886 and worked for the railroad in The Dalles for 10 years. Their children were:

1. Oscar Anderson, farmer who married Velma Craig, daughter Robert Craig of Pleasant Ridge and their children were: 1. Lloyd Anderson farmer of Bakeoven who married Margie Holmes and have Virgil; Stephen and David; 2. Melvin Anderson, postman of Portland; 3. Nolan Anderson married Betty Hayden of The Dalles; 4. Lelah (Mrs. Delmer Myers) Medford has daughter Lois.
2. Mable (Mrs. Sam Meeker) pioneer Pleasant Ridge farmers had 1. Earl Meeker, Dalles farmer who married Mary Alice Bates and have Gary; 2. Helen (Mrs. John Saunders) Vancouver, Wn. have Molly; Patricia and Kathleen; 3. Doris (Mrs. Harold Woolsey) of Woolsey Service Station at 601 E 2 and have Joan; Douglas; Bonnie and Samuel Woolsey.
3. Ethel (Mrs. Frank Howell) Medford have Laverne Howell of Portland who has Beverly and Joyce; 2. Norma Wallace of Medford who has Tom and Ronald.
4. Lambert Anderson, pioneer 1888 Pleasant Ridge farmer and railroader married Edith Gilsey and have 1. Dale Anderson, WW 2 veteran and graduate of O.S.C. & Purdue University in agriculture and is doing research work at Miami, Florida; married Jean Horn of Sacramento and have Betty Ann; 2. Roger Anderson, The Dalles married Dona Stanton and have Toni Ann.--Data by Mrs. L.R. Anderson.

Peter John Stadelman

Owner of the Stadelman Fruit and Ice Co. The Dalles, State Senator, Secretary of State (1934-35); was born at Hamstead, N.Y. (1875) son of Joseph and Mary (Rath) Stadelman and was educated in the public schools of The Dalles and married (1904) Mary M. Kelley. His first work was as a post office clerk in The Dalles post office then in 1893 he established the Stadelman Fruit Co. He was founder and president of the old Citizens National Bank, which was sold to the U.S. National Bank and he and his father operated the old Catholic Mission farm at 9 and Mission streets. He was mayor of The Dalles for 10 years from 1918 to 1928 and counsilman from 1908 to 1914. Children:

1. George Stadelman

Co-owner of the Stadelman Fruit Co. and mayor of The Dalles his native city where he was born in 1908 and recieved his early education and graduated from the University of Oregon in 1942. He married Lorraine Pierce, daughter of Congressman and Governor Walter M. Pierce and their children are George and Sally. The Stadelman Fruit Co. has 9 divisions at: The Dalles, Hood River, Milton, Wenatchee, Zellah, Flint, Anker, Chelan, Orville, Payette and ship 2500 cars of fruit per year. This fruit is "shipped to themselves" to the big terminals of the east and south where the sales is usually completed by auction brokers, cash sales or diverted to other markets in other cities. It is interesting to note that Mrs. Stadelman is the "dispatcher" who keeps track of the whereabouts of all cars from the time they leave their western terminal until they reach their eastern markets, during the buisy fruit season. They do a big fruit business of which more than 90% is done in the other 8 western cities while the Stadelman Brothers prefer to live in their old home town. Mr. Stadelman was mayor of Dalles City from 1943 to 1948 during the war years.

2. Wilbur John Stadelman

Is a co-partner in the Stadelman Fruit Co. and born at The Dalles in 1905 where he went to grade and high school and graduating from the University of Oregon. In 1927 he married Florence Virginia Blake of Salem and their children are Peter and Mary. He has been with the Stadelman Fruit Co. since 1921 and a co-owner since 1927. He does much of the out-of-town work for the company and oversees the operation of their 250 acre ranch at The Dalles and the 60 acre farm at Milton.

Joseph Stadelman

Was born at Hemstead, N.Y. son of Joseph and Mary (Rath) Stadelman and educated in the schools of The Dalles. In 1909 he married Mary Gilhousen and their daughter Joan is Mrs. John Quest. He has been a pioneer resident of Oregon since 1881 and was first the Western Union Messenger boy, then a store clerk and tinner then became a member of the Stadelman Fruit and Ice Co. from 1898 to 1925. In 1914 with N.A. Bonn he purchased the Walther-Williams Hardware Co. at 2nd & Federal which he sold back to the Williams family in 1952 and retired, Mr. Bonn having died some 10 years ago.

--Data from Who's Who in Oregon.

Issac N. Sargent

Old homesteader, freighter and store operator was born in Chester, Vermont (1817) son Issac and Sallie (Pratt) Sargent of Chester, Vt. where he was educated and first worked in an old country store; then in 1838 he taught school in Wisconsin and came to The Dalles by covered wagon in 1862 where he farmed on 5 Mile and freighted to the mines at Canyon City. Soon as the military authorities made it safe from Indian molestation Mr. Sargent homesteaded in Grant county and operated a store in Mitchell, one of the toughest western towns in Oregon, for 8 years. In 1838 he had married Hanna Brown of Vermont, daughter of George and Anna (Bemis) Brown and had been wedded 66 years in 1904. Children:

1. Fredrick A. Sargent, farmer on the old 5 Mile home place afterwards went to Portland.
2. Chester C. Sargent was best remembered as owner of the old IXL Restaurant which "sold the best meals in The Dalles for 15¢ in 1900" and many a "horse trade was made over his 30¢ porterhouse steaks", according to Ray Percy, local taxi driver who liked Sargent's 15¢ meals. In 1958 most restaurants post a sign, "no service less than 25¢" for coffee & sinkers.
3. Frank Sargent was a miner at Baker and in eastern Oregon.
4. Fannie (Mrs. Frank Hunsaker) died here in The Dalles.
5. Hattie (Mrs. Ed. Wilson) went to Portland where Chester went after he left The Dalles.

---History Central Oregon modernized by Judge Fred W. Wilson and Ray Pearcy.

James B. Small (1867-1940)

Government construction worker and Dalles Port Commissioner was born at Digby, Nova Scotia and began work in New England quarries at 9 for 25¢ a day of 12 hours as a tool carrier and at the age of 16 was Gaury superintendent in Maine. In 1902 he entered the civil service with the War Department on fortification construction in Boston. He was then "loaned" to the reclamation service as a National Park road builder in Yellowstone, Sequoia and other places including Crater Lake rim road. He came to The Dalles in 1910 on the Celilo Canal job as overseer of construction to 1915. In 1917 he was on jetty work at Bandon, Oregon; in 1918 at Glacier National Park on roads; in 1919 was foreman at large on Yellowstone Park roads and in other national parks until 1920 when he was forced to retire on disability and moved to The Dalles where he died in 1940. In 1892 he married Inetz Varney and their children were 1. Catherine Jackson of Seaside; 2. Mrs. Ernest Meredith of Los Angeles and 3. Harold Small of Portland.

Johann Stubling

John Stubling was a wholesale liquor dealer of The Dalles and blacksmith; was born in Germany (1846) son Theelman and Margareta (Sharfenberg) Stubling. He was educated in Germany and served his 4 years in the German army and was in the battle of Noasville, Metz and was wounded. He learned the blacksmith trade from his father and came to Canada in 1872 and was a blacksmith in Wisconsin and North Dakota and came to The Dalles in 1883. There was no opportunity for him to work here at his blacksmith trade so he opened a saloon which he ran to 1898 and after that until the state went dry in 1915 he did only a wholesale liquor business at 508 E 2. He married Anna Bernan of Germany who became one of the first florists of The Dalles. Children:

1. Arthur Stubling, athletic coach and Spanish-American War veteran of Co. F. 2nd Oregon Infantry which served in the Phillipines. He helped his mother operate her greenhouse and florist business and died single here in The Dalles.
2. Anna (Mrs. John Heimrich) - John being president of the Great Southern railroad (1902-1936) and their children were: Carl, George, William and Dave all of Seattle and Portland. The story of the Great Southern railroad appears on page 122 except for the following item from the Chronicle of Aug. 11, 1936 under the heading: GREAT SOUTHERN RAILROAD SOLD TO JUNK YARDS: "The Great Southern railroad was sold to Hyman & Michaels for \$35,000, which included the trackage, railroad cars, switches, spikes, bolts, trucks, tools, locomotives. The sale was the outcome of a tax foreclosure by Wasco county. The same company bought the steel from the Bend branch of the Union Pacific which is being dismantled and abandoned." The writer of this history protested this sale before Wasco County Court, urging the Court to "lease the railroad for sawmill and logging purposes." Judge Phelps replied, "Wasco County don't want to be in the railroad business" (period) and out the window went another Dalles industry and a railroad on top of it all for a puny \$35,000! - and the Great Southern RR owned, leased and controlled millions of board feet of timber all the way from Friend to the Mt. Hood Loop road! The rails were sold to the junk houses and they to the japs who fired them back at our boys in WW 2!

Heimrich Home Sold At Sheriff's Sale

"John Heimrich, capitalist of Wasco County saw his home sold at a sheriff's sale August 15, 1932 for \$5548.08 labor lien. The home at 303 E 10 was said to have cost \$25,000 (\$75,000 1953). Delinquent taxes involved \$2100. His railroad line from The Dalles to Friend did a thriving business before The Dalles-California Highway was built. The depression put the final blow to the railroad." --Albert Limmeroth scrapbooks, Dufur Library.

Asa G. Stogsdill

Teacher, assessor and assistant Dalles postmaster was born in Illinois (1862) son Asa, a Civil War veteran and Kesiah (Collins) Stogsdill. The family came to Canby in 1876 where the elder Stogsdill died. Asa was educated at the Monmouth Normal School and taught school 10 years being one of the first teachers on Juniper Flat at Victor where he homesteaded on a 320 acre place raising cattle and grain. In 1888 he married Kate Gordon at Victor, daughter Tom and Mary (Foreman) Gordon 1851 pioneers to The Dalles as a shoemaker. The children were: Viva; Frances; Ruby and Eula who lived in California and Willis and Guy of Portland.

Judge Garfield G. Shults (1881-1940)

Was a popular Wasco County Judge and Mill creek farmer and Pomona Grange Master; was born in Mo. and came to The Dalles in 1905 where he married Ella Brace. He promoted river, port and public power development at a time when it was almost "treason" to speak the words public power in The Dalles, but the farmers were one body which the Pacific Power and Light Co. refused to serve and when they determined to "serve themselves" through the Grange, which Judge Shultz was Pomona Master of, the Grange became an "outlaw organization" in the eyes of private power advocates and Judge Shults was one of the leaders who helped crush the "dog in the manger attitude" of the power company and brought electric services to the farms of Wasco county. His only daughter is Erma Spittler.

Albert Weigelt (1864-1941)

Albert Weigelt was a well known stone mason of The Dalles and one of the best monuments to his memory is the high school ground's wall. He was born in Germany where he learned the trade and came to St. Paul in 1881, then to Kettle Falls, Wash. and to The Dalles in 1891. Many of the rip rap walls of The Dalles and on the canal are the work of Mr. Weigelt and other Dalles stone masons as well as the brick buildings we see about town. In 1892 he married Ernestine Zutz and their children were: Paul; Gus; Lena; Minnie and Edna. As we related on page 395, Gus Weigelt clerked in the I.C. Nickelsen Book and Music store, after he left high school, and when Mr. Nickelsen retired he sold to Gus and Paul Weigelt who have continued the same book and music store business established 83 years ago on Front street and at the 315 E 2nd street location since the great fire of 1891.

William H. Taylor

Three Mile orchardist was born in Illinois (1844) son James and Elizabeth (Smelzer) Taylor 1852 emigrants to Linn County by covered wagon. They returned to Umatilla county as stockmen and came to The Dalles in 1878 settling a mile south on 900 acres. In 1885 he married Mary Wigle, daughter John and Katherine (Hunsaker) Wigle who were also 1852 emigrants. She died in The Dalles in 1900 and his 2nd marriage was to Nancy Kizer, daughter Marion and Mary (Wigle) Kizer 1853 emigrants to Oregon. Children were: 1. John Taylor of Riverside, California; 2. James Taylor of The Dalles who had no family; 3. Albert Roy Taylor who married Hattie Farris and had Mildred (Mrs. Wm. Marshall) Arlington. Roy was killed in 1910; 5 Otis Taylor died single; 6. Archie Taylor died single; 7. Martha (Mrs. Jim Clark) Hubbard, Ore. 8. Rettie (Mrs. Earl Levenspire) of Canada; 9. Alice (Mrs. Perry Morgan) had Velma of Portland; 10. Carrie died single; 11. Biron Taylor of Eugene; 4. Dr. Wm. R. Taylor, physician of The Dalles married Eunice Elton, daughter of J.A. Elton and have a son Wm. E. Taylor of The Dalles.--Biography by Dr. Taylor.

Dr. Paul Vogt

Physician and surgeon of The Dalles Hospital was born in The Dalles (1910) son Max A. and Pauline (Reuter) Vogt. He received his early education in The Dalles schools and graduated from the University of Oregon Medical school in 1936; completed his internship at Ancker Hospital in St. Paul where he specialized in obstetrical work and some time was spent in the Portland Hospital. He is the orthopedic and a general physician and surgeon of The Dalles Hospital. He spent 5 years in the army during WW 2 and has served as councilman for 2 years. In 1937 he married Lucetta Alden of St. Paul and their children are Paul Robert and Dorothy Anne Vogt.--Data by Mrs. Paul Vogt. (See page 369 for Vogt family biography).

Ezekiel H. Waterman (1812-1903)

Stockman and capitalist of The Dalles; was born in N.Y. (1812) son of John Waterman and went to Calif. with the "big emigration" of 1852 where he mined with success then came north to Jefferson, Oregon where he opened a store (1856). As soon as military authorities made the country east of The Dalles safe for settlement he headed for Grant county where he established a stock ranch near Camp Watson, furnishing meat for the miners and horses for the military men and freighters around 1865 to 71. He retired to The Dalles as a capitalist and money broker, before the days of banks here, and whenever he had to foreclose on a piece of property he always paid the owner the difference between the amount of the outstanding loan and the value of the property, something very few money lenders will do. In 1831 he married Mary Stroud who died and in 1866 married Nancy Miller, daughter of Martin and Eliza (Mitchell) Smith and their children were:

1. Martin Waterman, farmer on what is now the Ray Kortge place just below where Wrentham Road crosses The Dalles-California highway at 8 Mile creek. He married Etta Rice, daughter of Horace Rice (see biography under Rice station on page 285) and their only son Ira Waterman is with the Forest service at Oregon City.
2. Jennie (Mrs. Howard Pearcy) lived on part of Ezekiel Waterman's place on 8 Mile where the Wrentham road crosses and where the old Dalles to Canyon City stage road crossed 8 Mile creek before the "improved Dufur road" existed. Howard Pearcy was the son of Bruce Pearcy and first went to Texas on the Dalton Payne cattle ranch, then went to Canada as a cattleman before he came to the Waterman place on 8 Mile in 1891. In Canada he was also a bridge carpenter on the Canadian Pacific railroad. The Pearcy children were: 1. Ray Pearcy who owns and operates The Dalles Taxie Service at 407 Washington street, who received a back injury as a youth when he fell from a horse and who furnished the modernized portion of this biography and is interested in Wasco county history. He recently married Rosa Frye; 2. Grace (Mrs. W. Emory Davis) the present owners and occupants of the Ezekiel Waterman place on 8 Mile and the Pearcy place at English; 3. Florence (Mrs. Ralph Kaufman) who had son Gerald. After Mr. Kaufman's death she married Godfrey Guinther and they occupy the Pearcy place at English, in the Columbia District near the Old Oregon Trail road.
3. John W. Waterman was born in Mo. (1845) son of Ezekiel and Mary (Stroud) Waterman and came west with his parents as a 7 years old boy to California in 1852 and came up to Jefferson with them in 1858 where he received his early education and worked in his father's store; by 1866 he became a druggist but in 1868 went with his folks to Grant county, near Mitchell and Camp Watson to help run the stock ranch until 1874 when they all sold out and came to The Dalles, but John who remained and helped Caleb Thornbury run the store at Camp Watson and continued to operate the Waterman stock ranch until he retired to The Dalles in 1903. In 1867 he married Mary Smith daughter Absalom and Sarah (Collison) Smith of Jefferson who died at Caleb in 1882; in 1895 he married Angie Laswell daughter of Enoch Banford. The children were: 1. Handley A. Waterman, merchant of Mitchell; 2. Everett Waterman, stockman of Mitchell; 3. Wm. Waterman, liveryman of Moro; 4. Virgil Waterman of Mitchell; 5. Mattie (Mrs. Everett Knox) Antone; 6. Veva (Mrs. V.E. Boardman); 7. Mary Waterman of Jefferson; 8. Earnest Waterman who died single.
4. Oscar Waterman was killed in a mine in California.--History Central Oregon, modernized by Ray Pearcy.

Frank Velarde

Frank Velarde, saddler and his wife Magdalene came to The Dalles with their family from Corvallis in 1859 and when Julius Velarde died in 1939 the obituary said he had lived in The Dalles 80 years! Julius was a railroad carpenter before he became a house mover with his brother Andrew and Joseph. Paul was a gardner in 1898 until he joined the house-moving brothers and the sister Delphine kept house. Joe went to California. Paul became a photographer and when he died the house was "cleaned up" and all his photographs and camera were hauled to the city dump and there went some very valuable photographic history of The Dalles and Wasco county instead of giving it to the Pioneers' Association.

William E. Walther

Hardware and automobile merchant of The Dalles was born in Germany (1862) son of Gustav and Wilhelmina (Traetner) Walther and came to the U.S. in 1881 with his brother Adolph, (a clerk with Mays and Crowe) to Wisconsin where they were joined in 1882 by their parents and went to San Diego, California where his mother died in 1894. In 1888 he came to The Dalles with his brother Adolph and they clerked for Mays & Crowe, then he became the buyer and manager of that firm. In 1901 he went into partnership with Felix C. Sexton, father of Frank and Harold Sexton at 2nd & Jefferson in the plumbing and hardware business, as well as conducting a blacksmith shop and sold dynamite and blasting powders, Racine wagons, Champion harvesters, J.I. Case farming implements, Hancock plows, Flint & Walling windmills and did a \$100,000 a year business. In 1883 he married Susan Heetz, daughter of Gregory and Carolina (Oldfield) Heitz and their children were: 1. Harry Walther of The Dalles who managed the business of Walther-Williams garage and Service station at 3rd and Federal after W.E. Walther and Ed. Williams died. Harry married Bessie Whittecker and their son Harry Jr. now manages the business; their daughter Winifred (Mrs. Dave Espy) lives in San Diego; 2. May (Mrs. Henry Roberts) Boise, Ida. have son William; 3. Gertrude Workl lives in California.

Adolph Walthers

Brother of W.E. Walther (above) continued to associate with his brother in the hardware and automobile firm, altho not as an owner, had: 1. Gus Walther of Portland; 2. George Walther who was at one time associated with Ernest Willerton in the hardware business and then went to Idaho; 3. Ernest Walther was with A.M. Williams & Co. and went to Los Angeles; 4. Fred Walther was a railroader; 5. Joananna (Mrs. James Palmer) The Dalles who has a son Fred in Seattle, and Dudley in Portland. Jim Palmer was for years the leading Socialist of The Dalles until after he went to work for the Pacific Power & Light Co. then he became an "advocate of capitalism."

Nathan W. Wallace

Was a blacksmith of The Dalles and Antelope and Yakima Indian War veteran of 1856 was born in Ohio (1832) son of Ephraim & Elizabeth Wallace and came to Oregon in the "big emigration" of 1852, served in the Yakima Indian war of 1856 and settled in The Dalles in 1864. At the close of the Yakima Indian War he married Sarah Naught, daughter of John and Elizabeth (Gholston) Naught and they were living in The Dalles during the smallpox epidemic of 1864. Mr. Wallace operated an ambulance-wagon and took patients to the HOSPITAL, and Mrs. Wallace was one of the nurses who stayed with them. (Note: This is the first reference and the earliest date of the known existence of a hospital in The Dalles and this may have been the hospital in connection with old Fort Dalles established in 1850. People in those days died in their homes or hotels). Mr. Wallace went out to Antelope, in the 1870's as a blacksmith, cattleman and postmaster and died there in 1904. Biography under Antelope.

Congressman John Williamson

Congressman John Williamson of Prineville (Wasco County) was a 10,000 head sheepman; born in Lane Co. (1855) son Joseph & Minerva (Wilson) Williamson, 1852 emigrants to Salem where he was educated. In 1878 he went to Prineville and in 1888 was Sheriff of Crook county and in 1893-96 edited the Prineville Review. He married Sarah Forest, daughter of Moses, 1852 emigrants to Albany and their children were: Jennie; Katie; and Edra all of Prineville.

Robert E. Williams (1850-1935)

Farmer, business man and postmaster of The Dalles was born at Dodgeville, Wis. and came west to Oregon City with his parents as a baby in 1852. His father died at Well Springs in Morrow county, as the family was coming west. He lived next to Dr. McLaughlin's place on Oregon City and was much impressed with the dignity of the old Hudson Bay Co. Chief Factor. He received his early education at Oregon City and in the Portland Business College and in 1872 went to work for the Oregon Steam Navigation Co. In 1878 he went to Boise, Idaho doing surveying work. He came back to The Dalles in 1880 and worked for E. Wingate & Co. clothing department until 1894 when he went farming on 5 Mile. He was postmaster at The Dalles from 1913 to 1922 during the Wilson administration. In 1889 he married Violet Matlock and their children were: 1. Daisy Sill of The Dalles; Robert Williams of Boise; Mrs. Arthur Deltner of San Francisco and Olive Williams, clerk in The Dalles post office.

William Henry Wolfe

Dutch Flat farmer was born in Indiana (1853) son Wm. Wolf and came to The Dalles in 1885. He had married Eliza Robertson of Ohio, daughter of Henry and Jane (Gurlinger) Robertson and their children were: 1. Florence (Mrs. John Obrist) Dutch Flat Farmers who had Loren who died single; 2. May (Mrs. Wm. Cramer) with Seufert Bros and their children were: A-Florence (Mrs. James Brekey) Portland; B-Wm. of Medford; C-Blanche and D-Ernest who died single; E-Claude of Portland; F-Floyd of Portland; G-Opal of California. 3. Henry C. Wolfe of Tacoma had Ruth; Fern and Hazel; 4. Emma (Mrs. Bert Bagley) Dalles and Vancouver dairyman had Flo; Orlo and Bert of Vancouver. 5. Katie (Mrs. Tom Callahan) Alaska and Portland. 6. Elmer Wolfe, railroader of The Dalles, Hood River and Portland married Lelah Matney and had Patricia (Mrs. Buzz Horn) Hood River. 7. Roy Wolfe, Dalles railroader married Mable Brown and had Corolla (Mrs. Russel Sheffer) Portland and Roy Wolfe, printer and photographer of Portland. 8. Minnie (Mrs. Ray Taylor) had Luellen (Mrs. Glenn Renken) Portland and M2 (Mrs. Truman Brooks) The Dalles.

Malton C. Walston

Veterinary and homesteader on upper 8 Mile was born in Nebraska (1856) and came to 8 Mile in 1904. The obituary listed the following children: 1. May Lusby, Santa Cruz, Calif; 2. George Walston of Helmar, Calif; 3. W. E. Walston of Willamette, Oregon; 4. Ben Walston Dufur garageman; 5. E. S. Walston of Hood River; 6. Charlie Walston 8 Mile farmer and Levi Walston 8 Mile farmer. Dr. M. C. Walston was a lover of fine horses and studied the illnesses effecting those animals as well as cattle and other farm animals and was widely known in Wasco and Sherman county. The Walston Grade from 8 Mile to Pleasant Ridge, which rises 1000 feet in one and 2/10ths of a mile, cuts through the Walston place and is named for the Walston family.

Marcus Scherrer (1842-1906)

Dalles dairyman was born in Switzerland (1842) and at Columbus, Neb. (1882) he married Caroline Glur of Switzerland and came to The Dalles in 1894 where they operated The Dalles Dairy until 1929. Mrs. Scherrer's 7 sons, Joseph, Jacob, Walter, Albert, Carl, Henry and George all served in World War 1 Walter being a casualty of war. A daughter Caroline served in the Womens' Army Corps in WW 2 and 3 of her grandsons, Eugene, John and Robert served in the Korean war and European occupation army. The other Scherrer children were John; Max; Elizabeth and Rosalie. Elizabeth Vanderslice is railroad auditor; Jacob Scherrer is Superintendent of Mail at the post office; Albert Scherrer an old rail-roader is now a laborer; George Scherrer is an auditor and Rosalie Scherrer is a secretary.

Daniel Zachery

Three Mile farmer was the son of Alexander Zachery (1804-1859) an 1843 emigrant to Portland and his wife Sarah (Luster) Zachery. The elder Zacherys took up a Donation Land Claim in Linn county then came to Gilliam county where they farmed 16 years. Daniel then went out on 3 Mile in 1897. In 1862 Daniel married Martha Dinwiddie, daughter of David and Elsie (Hildreth) Dinwiddie 1853 emigrants to Oregon and their children were: 1. Elmer Zachery of Eugene; 2. Ellsworth Zachery of Dayton, Wash; 3. Albert Zachery of Mabton, Wash; 4. Ira Zachery of Portland; 5. Daniel Zachery who died single; 6. Elsie (Mrs. Wilfred Cecil) Cecil, Ore; 7. Maggie who died single; 8. Willis W. Zachery, farmer and drayman.

Willis Zachery

Farmer and drayman of The Dalles and Dutch Flat married Grace Hall, daughter Joe Hall of Dutch Flat and their children were: 1. Mildred (Mrs. Paul Farnsworth) The Dalles who have Sheri; 2. Gertrude (Mrs. Bill Martin) Mill creek farmers (see page 393) and they have Ruth; Willis and John Martin; 3. Kenneth Zachery of Moro, Sherman county road supervisor has Sylvia; Sandra; Patricia and Michael. Since the death of Willis Zachery Mrs. Zachery married Tom Pack, Dutch Flat farmer.

---History Central Oregon modernized by Mrs. Bill Martin and Mrs. Tom Pack.

William Wedekind

Pioneer railroader of The Dalles was born in Germany and came to The Dalles in 1889 where he worked for a while for Henry Goellner, contractor then went to work for the railroad. He married Anna (Peters) Schroeder, widow of John Schroeder killed by a railroad slide at Lindsay creek and their children were: 1. Anna (Mrs. Leslie Fox) Oakland, Calif. who had Ruth (Mrs. Floyd Nelson) Oakland and Elma (Mrs. Al Wilson) Oakland; 2. Wm. F. Wedekind of Portland married Maxine Dollof and have Loraine of Portland; 3. George Wedekind, manager and co-owner of Webbers Cleaners at 412 Washington married Myrtle Dexter, daughter of C.M. Dexter, Dalles farmer and their daughter Carole Anne of The Dalles is attending college.

William Saltzman

Operator of The Dalles to Canyon City stage station and freight wagon stop of Burnt Ranch on the John Day river which he bought from Jim Clark, who established same in 1864. He married Anne Ward, sister of Thomas Ward who operated the Shaniko stage station on the same run (see page 285 and 299) the marriage occurring in Missouri when Anne Ward was only 13 and came west by ox-team as a girl-bride. Their children were: 1. Jay Saltzman, Oregon State policeman and Spanish-American war veteran who has a son Jim in Portland; 2. Amine (Mrs. Chas. Bird) went to California; 3. Addie (Mrs. Wm. Shaw); 4. Alice (Mrs. Albert Farley) lived at Wyeth. --- Data by Rex Ward, son Thomas Ward, The Dalles.

Henry Clay Gordion

Was born in New Brunswick (1840) and left home as an 8 year old boy with the circus (1848) and then followed the sea as a "wind jammer" deep sea sailor finally landing in Portland-Vancouver area where he followed the leather and harness business and came to The Dalles in 1862 where he married Susan Victoria LeBlanc (later changed to White). Mr. Gordion came around the horn to Portland in 1861. He had a saddle shop on Main (First) street next to the Cosmopolitan hotel. His wife crossed the plains to Vancouver in 1853 and she died in The Dalles in 1925. Mr. Gordion died here in 1926. For a time the family lived in Umatilla, during railroad construction days where he worked in the railroad roundhouse, but they soon returned to The Dalles where all the children were born. They were:

1. Claude Gordion who lived at 1205 Lincoln for 50 years and was a drayman in The Dalles for 20 years where he was born in 1878 and attended St. Marys and Wasco Independent Academy and in 1906 married Cora McIntyre. Their son Claude is a Union Pacific ticket agent in Portland.
2. Harry Gordion of The Dalles was born here in 1881 and received his early education here and became the owner and operator of the Mill Creek Auto Court and married Anna May Heroux. Their children were: 1. Delbert Gordion who operates a body and fender shop in Pendleton and who married Elizabeth Pullen of The Dalles; and 2. Kenneth Gordion who operates the Mill Creek Auto Court. Harry Gordion retired to a small stock ranch on Chenoweth acres which he recently sold to the Harvey Machine Co.
3. Nellie (Mrs. Phil Ender) Portland; 4. Alma (Mrs. Gene Sailor) Portland; 5. Ima (Mrs. Morris Myers) of Portland. --- Data by Mary Fleck and Harry Gordion of The Dalles.

Dr. E. Neel Smith

Physician and surgeon of The Dalles was born (1907) at Makelto, Wn. son Edgar and Lilly Eunice (Sandlar) Smith. Mr. Smith operates The Dalles pharmacy with his son Henry. Dr. Smith attended high school at Dufur and graduated from the University of Oregon medical school and did contract surgery for the CCC camps before joining The Dalles Hospital staff about 1935. He overworked himself and had to rest for 4 years and is now Wasco-Sherman county health officer. He married Esther Wellinger of St. Helens and their children are Edwin; Annie and Robert.

The Edgar Smith family lived at Edmonds, Wash. and Mt. Vernon, Wash. where Mr. Smith operated a drug store before the family moved to Dufur in 1920. Mrs. Smith (1882-1943) was from Scopus, Mo. and moved to Everett, Wash. A daughter, Mrs. Lester Wilson, lived at Kent, Wash.

John Adam Fleck (1853-1917)

Internationally known farmer and agriculturalist of The Dalles was born in Germany and came to The Dalles in 1878 where he worked for several years as a wiper for the railroad, when the shops were on First just west of Mill creek until they were moved to Portland in 1894. He married in 1887 Katie Herke, daughter of John Antone and Gertrude (Kremer) Herke of Yakima who attended St. Marys academy in The Dalles. John Herke and his wife came west on one of the first Union Pacific trains to San Francisco and by boat to Portland and The Dalles. He worked for Chas Schmidt here. At Yakima, Wn. he was a stockman and helped open The Dalles to Yakima stage and freight road and was one of the first 4 families in Yakima in the early 1870's. The train he came west on had Setting Bull, the famous Indian as a passenger.

J.A. Fleck was an internationally famous vinyardist of The Dalles, which trade he learned in Germany where the Rhine river valley in many respects is identical to the Columbia river valley and raises many varieties of fine grapes. When Mr. Fleck started raising grapes in his vinyard, just beyond the cemetery on the Brickyard road, in 1894, his friends and neighbors were most certain that he would fail. But he planted 20 different varieties in his 20 acre vinyard, not certain which would prove to be the best. He sent to Germany for his muskats, tokays, black Hamburgs and Rose of Peru and those proved to be the 4 varieties that won him world-wide fame at international fairs as well as bringing much publicity to The Dalles and the Pacific northwest which could grow such prize winners. He also had the black, red and Isabella Concord grapes which did well here and are in great demand for juice purposes. His Reisling sweetwater were the earliest. Some of his varieties came from the California experiment station. His prunes and grapes were displayed in London and drew prizes; at Buffalo, N.Y. fair the grapes took first prize as they did at San Francisco, St. Louis, Chicago, Lewis and Clark in Portland (1905) and the 1909 Alaska-Yukon Exposition in Seattle from whom he recieved the following letter:

OREGON - ALASKA YUKON PACIFIC EXPOSITION

J.A. Fleck:

Portland, Oregon November 11, 1909

We are pleased to inform you that the grapes exhibited by you in the Oregon Building recieved the Grand Prize, and we wish to thank you for the help and cooperation given in exploiting the resources of Oregon; and to assure you that your exhibit helped materially in winning new laurels for Oregon in the fruit industry.

(Very truly yours)

W. H. Wehrung, president.

The above letter was typical of many Mr. Fleck recieved from officials of fairs and expositions all over the world. The important thing is that Mr. Fleck made a success in raising grapes on rocky Catholic Mission Claim land which he had bought and which no one would believe would grow any kind of a crop! This should be very important to cherry growers who are witnessing the withering away and dying of their orchards by disease and wondering what to plant in place of their trees? Mr. Flecks peaches, prunes and grapes were all prize winners. There is no market for prunes and diseases have taken peaches. The only drawback to grapes was the rain which got some of the late varieties, but Concord juice grapes, relatively free from disease, are in demand at good prices.

His Chestnut Rose grapes were frozen in ice and displayed at the local 1913 street fair and he always had grapes at our Oregon State fairs which took grand prizes. The Fleck children were:

1. Gertrude (Mrs. George E. Moore) The Dalles farmers who had: 1. Catherine E. (Mrs. Jeff Cowday) Redmond who have Johnie; Douglas; Donnie George; and David Jeffery; 2. Gertrude E. (Mrs. Joe Sheirbon) Hood River farmers who have: Joey; Marilyn Jean; and Thomas Michael; 3. Mary Alice (Mrs. Myrl Jones) Dalles farmers who have Jeannie Marie; Kathie and Wm. George; 4. John E. Moore, WW2 veteran married Betty Carr and have Mary Linda and Kathleen Marie; 5. George, single, The Dalles electrician and WW2 veteran; 6. Helen Arline (Sister M. Gertrude Anne) of the Holy Names of Jesus and Mary; 7. Mildred (Mrs. Chas. Parsons) Vancouver where Mr. Parsons is a railroader; 8. Robert James Moore WW2 naval vet married Carol Jantzen and have James E; Paula Anne and Thomas; and Robert is with the Bonneville Power Administration in Portland; 9. Agnes Rosina (Mrs. Loris Brown) Tygh where Mr. Brown is a mechanic and have Theresa Eileen; 10. Frances Lillian Moore with Mayflower Milk Co. The Dalles.
2. Mary Anne Fleck who assisted her mother with this biography, R.4, The Dalles.
3. Emma Josephene (Mrs. Lee Mead) Pendelton railroaders had Paul, railroad dispatcher in Portland who married Mary Anne Treckeme; 2. Helen (Mrs. R.J. Littleton) Boise where Mr. Littleton is a government geologist and have Bobbie; Dickie and Pamela Anne; 3. Catherine (Mrs. Robert Fallow) LaGrande where Mr. Fallow is a merchant and have Robbie Lee and Gregory Owen.
4. Helen Leona (Mrs. Bruno Kroon) The Dalles farmers and Mr. Kroon is carpenter for Inland Navigation Co. and they have Robert Anthony, ROTC student in Portland University and Fredrick of The Dalles.
5. Joseph J. Fleck, Dalles fruitgrower, like his father and who can testify to the success of his father's grape crops as he farms the same ground in 1953 that his father farmed 80 years ago; and he married Ruby Haynes, daughter of Ellsworth Haynes (page 291) of Boyd and they have: 1. Kenneth J. Fleck, fruitgrower with his father and who married Anne McNab, daughter of Ronald and Minnie (Beechey) McNab of Toronto, Canada and Rufus and their children are Kenneth Jr; Jean Marie; Margaret Anne and Marcia Ellen; 2. Ellen (Mrs. Harley Horn) Horn. Sawmill, Hood River and Mr. Horn was Captain in the Korean war and they have Susan; 3. Jean (Mrs. Leland Dickson) Dalles telephone employee and WW2 veteran who have Johnnie, Jane and Marilyn Anne; 4. Joan Fleck, bookkeeper U.S. National Bank; 5. Doris Fleck student at St. Marys Academy.
5. Rosina (Mrs. Thomas J. Foley) The Dalles where Mr. Foley is railroad section foreman and they have: 1. Thomas J. Jr. Portland University student; 2. Patricia of Portland Wild Life and Game service; 3. Maryan Foley, St. Marys Academy student who wrote a very fine history of St. Marys Academy which appears on pages 97 and 98 of this history and in years to come we hope she becomes the Historian of The Dalles where her family has played such an important part in our history.

7. Catherine L. (Mrs. O.W. Kortge) Portland. Wm. Kortge's biography appears on page 283 and he was a WW I veteran now employed by the Willamette Hyster Co. Their children, all graduates of St. Marys are: 1. Madelyn Elizabeth (Mrs. Andy Pillar) Portland and Mr. Pillar was an air pilot in WW2 and they have Billie, Beth Anne, Barbara Jean and Bernita; 2. Winifred (Mrs. Robert Smith) Mr. Smith is a member of the Portland police force and they have Gary; 3. Uldine Margaret (Mrs. John Irwin) of Vancouver and now on border patrol at Bonners Ferry, Idaho and they have Janet, Timothy, Theresa and Patrick; Bernard William Kortge, navy photographer at Monterey, Calif. and has daughter Karen.
8. Francis G.J. Fleck with the Alaska railroad 14 years and has been in Alaska since the 1920's. He married Mona Miller of Fairbanks who had a daughter Louise (Mrs. LaRee Cutler) of Alaska.
9. Anthony Fleck (1900-1915)

Fleck Grapes at State Fair in 1922

Wasco county grapes made a big hit at the Oregon State Fair again this year and the arrangement of the display was given many compliments by hundreds of people whose attention and admiration was drawn to Wasco county crops. Grapes were made a feature of the exhibit and shown in an arbor at the back of the booth which was arranged by Mary Fleck of The Dalles. The arbor was covered with grape vines and large bunches of muscats and tokays made a remarkable showing. A large doll, hanging in a grape vine swing, in the arbor, was the psychological part, as almost every little girl or boy brought his parents into the booth to see the doll. A seal of the state of Oregon, made of vegetable seeds, on a piece of card board 2 feet in diameter, on the front of the arbor, made by Miss Fleck, brought considerable praise as a more effective way of exhibiting vegetable seeds could not have been devised. After the fair was over the exhibits were boxed up and sent by truck to the Livestock Fair in Portland where they will be shown in connection with the land products show.

In 1923 W.S. Nelson of the local horticulture bureau had 25,000 grape cuttings from Dalles and Milton vineyards, taken by the Milton Nursery for local vineyards of disease-free stock of Concord and Tokay varieties. He felt that The Dalles could become one of the leading vineyard locations of the west as the soil and climate was suitable for the production of fine grapes. The sunshine produced grapes of high color and flavor and are on a par with the best grown in the U.S. He reported that J.J. Fleck took first grape prize at Buffalo, San Francisco and St. Louis and this alone should be enough to stimulate greater effort toward grape production. In 1923 only 75 acres are set to grapes. With a larger acreage The Dalles would have no difficulty in establishing a market. In the past not enough grapes have been produced to pay the shipping and advertising costs.

Margaret Walker

Margaret Walker (Mrs. Glenn Mumau) 438 S 13, Corvallis, one of the outstanding historians of Wasco county was born (1887) at Wamic the daughter of Dan Jim and Bernice (Grant) Patison of Wamic, Dufur and The Dalles. She was educated in Dufur and Dalles schools and at Monmouth Normal school. After graduation she taught school at Dufur in 1907-08-09; and at Mosier in 1916-17-18. She was on The Dalles Chronicle staff in 1920-21 and 22. She moved to Corvallis in 1923. She had married Fred Walker in 1909 and had Millicent (Mrs. John Dougherty) Hermiston, Ore. who have C. Wilston Dougherty of Corvallis. Her second marriage was to Glenn Mumau (pronounced Moo-Ma) in 1936. Her outstanding contributions were the following stories on our history, quoted herein: The Leonard Bridge Crash of 1896; The Founding of Granddalles; The Robert Mays Family of Tygh; The Legend of the Blue Bucket Mine; The Little Girl of the Wilderness; Rev. I.D. Driver; The Dan J. Cooper Family; The U.S. Mint; Sticcus, the Indian Apostle. These stories are enough to credit her with being one of the most outstanding women in the 100 years of Wasco County History. She says: "I am deeply interested in the preservation of Oregon and Wasco County History which has a special place in my heart. I am State Chairman for radio programs of the Daughters of the American Revolution."

Frederick T. Esping. (1844-1923)

Was born in Sweden (1844) and came to the U.S. with his parents in 1848; he served with Co. C. 157 Ohio Volunteers during the Civil War being discharged in 1864 and went to California. He came to The Dalles in 1878 and went out to Shaniko in the early "boom days" and lived there for 25 years where he was a business man who came to The Dalles upon retirement. He had 2 sons Al and Harry.

Joe Somawah (1878-1923)

Was an Indian who died at High Prairie, Wash. 13 miles north of The Dalles and was buried in the historical Indian cemetery at Memaloose Island in the Columbia river at Spedis (Spearfish) Wishram Indian Village. His wife was Loise Van Pelt, grand daughter of the old steamboat Captain Wm. Van Pelt. Joe's grandfather "Old Tuanis" was one of the first Indians to become an American Citizen, by giving up his tribal rights and relations and filing on a homestead at High Prairie.

Phillip Meeker (1840-1903)

Was born in Canada son Sam Meeker (1820-1880) married Anna Wing in N.Y. and went Neb. in 1879 as preacher and came to Dalles by train in 1893. Children: 1. Herb Meeker of Bend who had Harold of Redmond; and Grace Haskins; Alma Farsthy of Gresham; Ernest of Calif; Lela Myers of Gresham; Mrs. Edna Palmer of Portland. 2. Helen Jenkins of Iowa had Ruth Skinner and Mildred McMimmon of Calif. 3. Bertha Colby had Ethel Goff, Chehalis; Julia Helmer, The Dalles; Florence Reynolds The Dalles; Ed Colby of Camas, Wash. 4. Addie Means of Portland had Charles of Oregon City; Leslie of Portland; Arthur Means of The Dalles; Lawrence of Portland and Hazel Stover of Portland. 5. Samuel Meeker of The Dalles had Helen Saunders of Vancouver who have Maletia, Patria and Kathleen; (B) Earl Meeker of The Dalles; a stockman and wheat farmer who married Alice Bates and have Gary; (C) Doris (Mrs. Harold Woolsey) service station operator who have Ivan Douglas, Bonnie and Samuel. Arthur Means (above) married Pearl Wallace and have Sharon, Pat and Arthur Jr. The Reynolds children are Don and Lavell of Portland, Lois Gedney and Lela Willocks of The Dalles. --- Data by Sam Meeker of The Dalles.

Captain Issac McFarland (1812-1869)

Among the most outstanding pioneer families of The Dalles in 1854, when Wasco county was first created, was that of the Issac McFarland family and we are indebted to Alice Price Goodwin of The Dalles for the following outstanding history of this family:

Issac McFarland came from Maryland to Ohio with his parents in 1831 and in 1849 they moved to Knox County, Illinois. He was born in London Co. Va. His wife was Eliza Stepless (1817-1903) and they were married in 1832. In the spring of 1852 they crossed the plains and mountains by covered wagon to Oregon City where they arrived in October. They were not troubled by Indians as there were far too many emigrants on the Old Oregon Trail the year of the "big emigration" for Indians to give trouble.

Issac McFarland furnished horses and wagons and financed the trip. Four young men, sons of neighbors drove the horses and attended to chores, in pay for their trip, and were to work for Issac McFarland for 6 months after their arrival and settlement in Oregon. His son Cornelius McFarland and his wife Martha rode horseback at the head of the wagon train. Their next younger children, Samantha, Julia Ann, Mary Amanda, William Albert, Ebenezer and Emma also made the trip with their parents.

The family stayed in Oregon City until the spring of 1853 when they moved to Shoal Water Bay, on the Pacific coast. In the spring of 1854 they settled in The Dalles which became their permanent home, excepting 3 years (1862-65) when they lived at Goldendale. In 1855 Issac McFarland and his son Cornelius built the third river steamer above the Cascades at The Dalles on the Columbia river. This fast sailing steamer named "The Wasco" after the newly formed Wasco county, was launched in August 1855, with Issac McFarland as Captain and his son Cornelius McFarland as engineer. It carried passengers and freight between the Cascades and The Dalles. Captain Issac McFarland and his son Cornelius were noted for their good cheer, energy and fearlessness. The dangers and difficulties were so great that the charge for hauling a ton of freight from Portland to The Dalles was \$80! (Charges now are \$20).

The family bought a log house from Victor Trevitt, which stood at 103 west 2nd, across from the present location of the post office and which had formerly been the store and post office location for Wm. Gibson, first postmaster of The Dalles when it was called Wascopum and before that had been a sutler's store at the old Fort Dalles log cluster at 14 & Trevitt. (Other historians claim that the old log cabin was built there by Nathan Olney in 1848 who used it as a store and lean-to for his wigwam home and Indian wife, and when the military authorities (1850) moved everyone out of The Dalles, Olney built another log store on the banks of Chenoweth creek into which he moved his merchandise). However that was the first McFarland home in The Dalles and was at that time on the banks of Mill creek. The Rev. James Garrish came to old Fort Dalles in 1854 and he held Methodist church services here in the Simms school house (location unknown) and Sunday school and church services in the Issac McFarland home also. Elizabeth McFarland was affectionately known as "Mother McFarland". Lulu Crandall writings says, "The McFarlands lived in a log cabin at 2nd & Union when they came to The Dalles in 1854 and their home was used by Circuit Riders for religious purposes. The entire McFarland family were musically inclined and many "singing bees" were held in their home and they organized the Methodist church of The Dalles. They owned the steamer Wasco which rescued the survivors of the Cascade Massacre of 1856 and brought them to The Dalles, returning with soldiers." The late A.S. Roberts said, "The McFarland family were very closely identified with all the social and commercial activities of The Dalles; were leaders of The Dalles and stood for the betterment of the town. The whole family were singers and very popular." Issac McFarland died in The Dalles April 26, 1869.

Capt. Issac McFarland later built a home at 215 E 4th across from the library which burned in 1891. James Cornelius McFarland lived at 222 E 3rd & Washington and their home was also lost in the 1891 fire.

Eliza Stepless McFarland (1817-1903) wife of Issac McFarland was born in Mansfield, Ohio and died at The Dalles April 16, 1903. She became a member of the Methodist church at the age of 11 and they organized the Methodist church of The Dalles in their home in 1854. The Dalles in 1854 was credited with a population of 300 with not over 100 women and children, which would mean less than 50 women. Their 11 children were:

1. James Cornelius McFarland, engineer on steamer Wasco and Yakima Indian War veteran of 1856, was later agent for the Boise and Salt Lake Road and Stage Co. at Bear River, Idaho in 1869 and also a merchant of The Dalles, was born (1833) near Mansfield, Ohio; came west with his parents to Oregon by covered wagon in 1852 and to The Dalles in 1854. He married (1851) in Illinois to Martha Anne Bouton (1834-1907) a native of West Virginia. Cornelius McFarland died in Los Angeles in 1893. Ch:
 1. Eliza Alice (Mrs. Wm. Rollins Abrams) was born at The Dalles in 1854 and married in 1870. Mr. Abrams was in the hardware merchantile business and cashier for French & Co. and their children were 1. Wm. Luen Abrams (1874-1908) who married (1899) Anna Elizabeth Murray and had Eleta Lavina (Mrs. Marsh Corbitt) who in turn had Marsh Jr, Jean, Gregg and Shirley.
Alice Lavina (1878) (Mrs. Chas Logan) Los Angeles; daughter Mrs. Wm. Abrams.
Martha Evalyn (1886-1891); daughter Mrs. Wm. Abrams.
Ruth Helen (1892) artist and painter of Vancouver married Edward Baker and have Donna May (Mrs. Reg Ogan) who have Chester and Sue. (Ruth was daughter Mrs. Wm. Abrams).
 2. Laura Ellen (1856) married 1872 Wellington B. Laswell, attorney (1846-1878) and their children were William (1873-1900); Lewis (1875-1876); Frank (1879-1883). Laura Ellen then married 1883 Wm. Lancaster Mac Ewan, rector of St. Pauls Episcopal church in The Dalles and who died in 1895 and they had Helen (Mrs. Morrison VanHouten) who had a daughter Laura Effa wife of Dr. Wm. Bolton of Portland and the Bolton children were Wilbur, Laura, Helen, Elizabeth, Martha, Babs, Jean and Robert Douglas. Mrs. MacEwan's 2nd daughter was Clara (Mrs. Ralph Walker) Honolulu who had Robert. Their son Robert MacEwan married Beulah Hayes and they had Malcom of Eugene.

Laura Ellen's 3rd marriage was to Dr. Joseph Wood Hill.

3. Frank McFarland (son of Cornelius) was born in The Dalles (1858) and was a merchant of Arlington, Heppner and The Dalles; married (1880) Ida May Potter and their children were: 1. Earl Cornelius McFarland who was born in The Dalles (1882) and married Grace May Porter and had Madeline. 2. Carroll Olson McFarland was born in The Dalles 1886 and became a famous actor of Chicago, N.Y. and finally retired to Portland and in 1911 he married Kathryn Marney an actress of Portland. 3. Arthur Miles McFarland (B1889-D1892). 4. Victor Frank McFarland, dentist of Portland suffered much as a disabled World War I veteran and married Eva Yates of Portland. 5. Miles Burgess McFarland adopted son was a truck driver near Seaside.
4. Clara (1861-1933) married 1883 William Hovey Moody, merchant and warehouseman of The Dalles and Shaniko and son of Gov. Zenas Moody and their children were 1. Dr. Albert M. Moody of San Francisco, S.P. railroad doctor who married Mable Nicholas (1906). 2. Mary Elizabeth (1885-1893). 3. Drucilla Edna (1887-1951) (Mrs. Howard West) Portland where Mr. West was a merchant and Spanish American War veteran and their children were William, Donald and Elyse (Mrs. Lee Clark) Portland.
5. Viola (1863-1933) (Mrs. Eugene Grandall Price) (1856-1933) whose children were 1. Alice (B1884) who married Vivian Eugene Moore (1880-1936) and had Edward Harry Moore, California engineer of Pomona who married Belva Hagna Wentz; and Robert Eugene Moore of The Dalles bank accountant and manager of Clifford & Martin Amusement Devices who married Sallie Ann Rogers (1935) and have Michael Eugene and Timothy Edward Moore of The Dalles. 2. Stephen Cornelius Price (1890-1941) married Ailene Madeline Sanford (B1894) and had (A) Phillip Sanford Price, navy yard foreman at San Diego; (B) Nelda Jean (Mrs. Guy Billings) who had Linda Jean (adopted); (C) Alice Madeline (1919-1921); (D) Carmen Viola (1922-1946) (Mrs. Chas. Price) who had Donald Price. Phillip (A-above) has Nancy, Philip and Claudia.
6. Homer McFarland, son of Cornelius was born at The Dalles in 1865 and became a contractor in Seattle. He married (1886) Emma Mahaffy (1867-1890) and had (A) Edward Wm. McFarland (B1887) manager of the Carpenters Union in Seattle who married Phoebe Girardin and had Thelma and Laura (Mrs. Foster Crays) Portland. Homer McFarland's 2nd marriage was to Happy Day Potter (1873-1897) and they had Miles Burgess who was adopted by Frank McFarland. Homer McFarland's 3rd marriage was to Emma Halbert. His 4th marriage was to Nettie---and had Bonnie Jean.
2. Julia Anne McFarland (1835-1865) daughter Capt. Isaac married O.A. Hughston and lived in Walla Walla and later married T. H. Cantrell and lived in Seattle.
3. Mary Amanda McFarland (1836-1880) daughter of Capt. Isaac McFarland married James Magers a pioneer carpenter and lived at Silverton, Oregon.
4. Sarah Melinda McFarland (1837-1843) daughter of Capt. Isaac McFarland.
5. Emily Etta McFarland (1840-1843) daughter of Capt. Isaac McFarland.
6. Samantha McFarland (1844-1852) died on the plains, was buried in Colorado on the trip to Oregon.
7. William Albert McFarland (B1846) came west with his parents Isaac McFarland to The Dalles where he was a pioneer drayman, married (1871) Ella Bolton sister of Simeon Bolton (see biography under Rice) and became a farmer of Diamond, Wash. and they had 1. Luella (Mrs. Loranzo Koontz) Seattle; 2. Laura (Mrs. George Truitt) Spokane and 3. Archie McFarland of Spokane.
8. Ebenezer Barnes McFarland (1849-1917) who came west with the family to The Dalles and married Mary Ellen Coffin and was a partner in the French & McFarland general merchandise store of The Dalles in the 1870's and 1880's and went to Portland in 1891 as a banker and timberman and is credited as being the father of the Portland Rose Society which sponsors the Portland Rose Festival. Mary Coffin's father was a sea Captain and she was born on their boat in Hong Kong, China and their children were 1. Stella (1872-1882); 2. Ethel (1878-1879); 3. Vard (B1880) importer of Portland who was a sour dough miner of Alaska in 1898 where he married Marie Barnes and had Vina; 4. Kenneth (1883-1884); 5. Gladys (1885-1894); 6. Emmond who lived in Portland; 7. Sue of Portland and 8. Henry (1891-1894).
9. Emma Ermina (1852-1886) came across the plains as a babe in arms and married C.P. Hogue lumberman.
10. Charles Sylvester McFarland (1858-1907) single, was a sawmill engineer of White Salmon, Wash.
11. Flora Bell McFarland (1861-1873) daughter of Isaac McFarland of The Dalles.

Abner Beau Moore (1835-1889)

Came to The Dalles by covered wagon from Roundhead, Ohio in 1853 and married (1863) Sarah Anne Whitney (1845-1921) daughter of Jones and Anna (Poynter) Whitney (1828-1925) who came west in the "big emigration" of 1852 to Umatilla county where they were driven out by hostile Indians (1857) and saved by the Nez Perce Chief Stickas who guided them over the mountains where white help brought them to The Dalles where they settled on 3 Mile creek. The newlyweds (Abner and Sarah Whitney Moore) went to Idaho City where they ran a general store which was burned out in 1865 at which time they came back to The Dalles. Abner Moore settled near the Whitneys on 3 Mile and jointly they owned more than 1000 acres, now mostly all planted to cherry orchards. They owned property in town where the children went to school. They were: 1. Anna Lucetta (1864-1950). 2. Homer Moore (1867-1923) of Portland, single. 3. Nathaniel P. Moore (1872-1899) single. 4. Chauncey H. Moore (1870-1934) merchant of Colfax, Wn. married Flora Smith and had Edward Moore who in turn had a son Stephen. 5. Wm. Abner Moore (1874-1946) railroader of Portland had sons Kenneth and Chester. 6. Vivian Eugene Moore; shoe merchant of The Dalles, Portland and Baker (1880-1936) married Alice Price, daughter Eugene Grandall Price and had 1. Edward Harry Moore (B1909) Pomona, Calif. engineer married Belva H. Wentz; 2. Robert Eugene Moore (B1913) married (1935) Sally Anne Rogers and have Michael Eugene and Timothy Edward. 7. Garfield C. Moore (1882-1945) married (1914) Minnie Hix. 8. Lena Lucille Moore (B1884) married Gus Walthers, Dalles hardware merchant. The Whitney-Moore place was occupied by Garfield C. Moore at where the Steel road crosses 3 Mile and after his death was sold to Dewey Wagonblast.---Biography by Alice Price Moore (Goodwin) The Dalles.

Stephen Price

Stephen Price was born in Blooming Grove, Indiana Nov. 5, 1823 and came to Oregon by way of the Isthmus of Panama (1853) bringing with him a large chest of tools, as he was a carpenter and millwright. He erected a grist mill at Silverton for Smith & Barger in 1854. Silverton was built on the Donation Land Claim of Thomas L. Coon, a pioneer of 1851 who died in January 1854. September 27, 1855 Stephen Price married Mrs. Polly L. Coon, widow of Thomas L. Coon. Mrs. Coon was a native of Alfred Center, N.Y. her maiden name being Polly Lavina Crandall, a descendant of John Crandall who was closely associated with Roger Williams in the settlement and development and struggle for religious freedom in Rhode Island. The Crandall family went to Wisconsin about 1842. Paul Crandall, her father was educated in Boston, Mass and possessed the natural ability to become a man of prominence in Wisconsin and was a member of the second constitutional convention of Wisconsin in 1847. A sketch of his life appears in a book called "Fathers of Wisconsin." He served in the state assembly in 1849 and in 1852 crossed the plains to Oregon settling near Silverton. Descendants of Stephen and Polly (Crandall) Price:

1. Eugene Crandall Price (1858-1933)

Was born at Silverton and moved to Salem in 1861 with his family and to Seattle in 1870. They came back to Portland in 1872. The family lived at The Dalles in 1873 where Eugene Price's mother Polly (Crandall-Coon) Price taught in the old Laughlin street school at the foot of the hospital steps at 4th and Laughlin for 2 or 3 years, during which time Stephen Price was a millwright in Robert Pentland's first flour mill in The Dalles, on Mill creek at the intersection of 3rd & 4th streets. Stephen Price and his wife then located in Hood River valley where they lived the balance of their lives in that part of old Wasco county. Martin Donnell, pioneer Dalles druggist, was one of the pupils who remembered going to school to Mrs. Price at the Laughlin school when his family moved in from Fairbanks in 1872 and 1873 to first attend school in The Dalles. Some of the Abner Moore children also went to school to her at the Laughlin school.

Eugene Crandall Price came back to The Dalles in 1877 and became an architect and builder in The Dalles. He married Viola McFarland (1881) youngest daughter of James Cornelius McFarland (see pages 404 and 405). She was born while the family lived at Goldendale in 1863 and died in 1933. They were popular singers, as was all the Price and McFarland families, and prominent in the church and social life of The Dalles for many years. Their 2 children were:

1. Alice Eugenia Price who furnished the very fine biography of the McFarland, Moore and Price families listed on pages 404, 405 and 406 herein, is very much interested in Dalles history and has some very valuable scrapbooks of our history which she loaned for this work. She was born at The Dalles July 15, 1884 and has lived at Ellensburg, Wn., Butte, Mont., Eureka, Calif., Portland, Baker and Salem and moved back to The Dalles in 1947. She married Vivian Eugene Moore (1880-1938) son of Abner Moore (page 405) and Sarah Anne (Whitney) Moore. Two sons were born at Baker, Oregon: 1. Edward Harry Moore (1909) Pomona, Calif. engineer married Belva Hagna Wenz at Portland in 1940; and 2. Robert Eugene Moore born at Baker June 3, 1913, was a Dalles banker and now manager for Clifford & Martin's Amusement Device Co. in The Dalles, married (1935) Sally Anne Rogers, daughter of Homer and Elizabeth (Smith) Rogers of Portland and their sons are Michael (B1937) and Timothy Edward Moore (B1941). The Robert Moore family are hard workers in the Old Fort Dalles Riding Club which recently built a clubhouse on Theatre Road, near the Moores and Mrs. Moore helps edit and publish that club's private paper called The Fense Rider.

Alice Price Moore's second marriage was to Edward Cooper Goodwin (1871-1946) a native of Portland who died in Salem. Mrs. Goodwin makes her home with her son Robert Eugene Moore. She had been one of the notable vocalists, as was Mr. Price and her mother as well as her husband. She has been recently injured in a fall but carries on with the old pioneer spirit. We repeat again that we all are indebted to her for the fine historical contribution she had made to this history for the students and children who thirst for our historical stories and records.

2. Stephen Cornelius Price (1890-1941) was born at Ellensburg and became an architect, like his father, and a contractor of Compton, California. He married Ailene Madeline Sanford, daughter of S. A. Sanford and their children were: 1. Phillips Sanford born in The Dalles (1914) married Betty May and have Nancy Laura, Roben Phillip and Claudia Ailene Price. 2. Nelda Jean (Mrs. Guy Billings) have Linda Jean. 3. Alice Madeline Price (1919-1921). 4. Carmen Viola (1922-1946) married Charles Price and had Donald Price (B1940).

General Grant's 1883 Visit to The Dalles by Judge Fred W. Wilson

General Grant's train stopped in front of the Umatilla House (1883). He was a guest of Henry Vallard, builder of the O.R. & N railroad into The Dalles and was on a tour of celebration of that event. The General stood at the bottom step of the car and all the people walked around and shook hands with him.

A number of us boys decided one hand shake was not enough and we slipped into the circle and passed around repeatedly until someone grabbed us by the nap of the neck and that was the last time we shook hands with General Grant! Judge Wilson is a student of the life of General Grant and cited that one of his greatest characteristics was his modesty; he reached the greatest place in American history without evidence of self-seeking. His rise from an inconspicuous captain to supreme commander of the nation's army, and in 7 years to the presidency was remarkable. It appeared that the hand of Providence played an important part in his career.

The general had passed up and down the Columbia river, going and returning by way of The Dalles. He visited The Dalles in 1852 and attended a courts martial here and at that time he was a lieutenant at Fort Vancouver. At Appomattox, when Lee surrendered Grant said, "Take back your sword, General, and tell your boys to keep their horses, they will need them for spring plowing!"

The Wasco Mill by J.C. Patten

No chapter in the history of The Dalles is more interesting than that of the Wasco Warehouse Milling Co. recently acquired by the United Mills. Its early history centers around the late E.O. McCoy and Jacob C. Yager, his miller at Moro, in Sherman county. The wheat business of Sherman county was increasing and overtaking the capacity of the little mill at Moro and Mr. McCoy asked Mr. Yager what he thought out to be done to solve the problem? Mr. Yager suggested that the business be moved to The Dalles where they could build a new mill and have a warehouse with rail service which could take advantage of the new railroad and its "milled in transit" grain rates; then transport the Sherman county wheat there for milling and trans-shipment.

The new mill would need power to operate its machinery and that problem could be better met at The Dalles than it could at that time in Sherman county. Another vital problem was capital to start the new mill with and Mr. Yager suggested that Mr. McCoy go to The Dalles and talk with the business men on those problems and see if they wouldn't be interested in helping a new milling industry get started?

Smith French owned and operated the Independent Electric Co. with its steam-fired plant which burned wood, located at the foot of Laughlin street where Hudson Duncan now is and he agreed to expand and furnish power for the mill and help form a company. The problem proved too big financially for his small power plant to solve so it was turned over to the directors of the newly formed Wasco Warehouse Milling Co. who were E.O. McCoy, Frank Seufert, Dr. Logan, Smith French, Fred Houghton, the Laughlin estate, the Atwoods. The electric company was purchased and made a part of the mill assets. They then went out to Tygh on White River and installed a power plant at White River Falls, with Knight-Paxon cast iron water wheels. These had to be replaced by bronze wheels on account of rocks and a settling basing constructed to check rock damage. Vern Davis, now with the Northwestern Electric in Portland was the first plant superintendent to live at the White River plant and it served the mill and city of The Dalles and Dufur with power. The plant finally reached its capacity and the directors tried to dicker with Joseph Henry Sherar for a location at Sherar's Bridge but failed to reach an agreement. They then dickered with the Pacific Power & Light Co. for power from their Hood River plant. This worked fine as long as the White River plant was running, but when it closed down for repairs the 600 horse power motors of the mill took all the power the little Hood River plant could produce. The P.P. & L then built another little plant back of White Salmon to help out.

The Wasco Mill continued to bill customers for electricity until the mill burned in 1910 in the great fire of July 31 at 10:30 P.M. The old wooden mill was built by Hans Hansen, contractor and planing mill operator on 3rd and Federal. The great 12 X 14 timbers in the mill were nearly all No. 1 lumber, not a knot in them! The old wooden mill was built in 1901 and finished when I went to work for them Oct. 5, 1902. Nearly all the lumber of the mill was No. 1 grade and it was one of the best constructed mill buildings of the west and a tribute to Mr. Hansen and The Dalles carpenters of 1901 who knew their profession and prided themselves by these monuments they built.

The great mill fire of 1910 was a stunning blow to many Dalles families. The mill employed around 40 men. J. C. Yager was superintendent and W.E. Gilhousen was reciever of grain and some of the others were Henry Hopp, John Deardorff, Ernest Taylor, John Ferguson, Frank Morrison, Giles Coleman, Otto Green, Sam Richardson, Mike Tobin, Dan Knebel, Joe Knebel, Stanley Heckman, John Potts, Frank Moe, John McLain, Neal Bandy, Detrick Wolfe, Joe and Wm. Henzie and a number of others besides the directors and other officials. The whole town turned out to watch the structure burn. It lit the Washington shore so stock could be seen grazing in the mid-night flames and Sherman county people could see the redened heavens. The Great Southern railroad depot was burned as some of their freight cars destroyed. The fire department concentrated on saving the brick warehouse.

Following the fire the mill directors decided to sell the power business to the Pacific Power & Light Co. to raise funds to help rebuild a concrete fireproof structure. Frank Seufert protested the sale as he felt that the electrical business was the best asset of the company. His protest was over-ruled and he sold his stock in the mill predicting, "that the mill would never pay any further dividends", and they didn't for 16 years, according to Wm. Seufert, until the assets were recently sold to the United Mills when stockholders reaped a "bonanza-harvest of dividends"; stock that was only worth 25¢ on the dollar suddenly rose to 85¢ on the dollar and several stockholders have since become "directors in other financial institutions."

The new concrete mill was started in the fall of 1910 as soon as the rubbish from the fire had cooled enough to clean up. Plans were drawn for the new structure which was finished in 1911 despite a deep snow of 4 feet that year, according to Mr. Patten. The mill has continued to be one of the leading industries of The Dalles with a substantial payroll. The Great Southern railroad rebuilt their depot which today is the Drive-in restaurant at the east end of 2nd street.

Rex Ward, for a number of years was auditor in the office and Andrew Johnson was one of the older employees of the mill, as was Freas B. Saunders.

Before the mill was organized the institution was known as the Wasco Warehouse Co. which was organized about the time the railroad was built to receive wool and wheat for shipment. They had a scouring mill and wool sorting plant which employed about as many men as the flour mill employed. Wool was a big business in eastern Oregon in those days and was shipped in by 10-horse teams and 3 wagons from as far as Lakeview, Prineville and Prairie City. The finished wool, washed and cleaned and baled was then shipped to Boston and other eastern markets for cloth. Hides and pelts were handled in large numbers as the cattle and sheep business was more important than wheat until after the coming of the railroads which opened the eastern markets to wheat and beef as well as wool.

The John Day Dam

This is another one of the proposed government dams on the Columbia to be located 31 miles east of The Dalles near the John Day river. Col. T. H. Lipscomb recently said on Jan. 4, 1953 that "the initial planning is scheduled to begin within the next 2 or 3 years by the Portland district engineer's office." It has been authorized in the 1950 flood control act and there has been little opposition to its construction. It would provide 75 miles of slack water to McNary Dam at Umatilla. The planned power capacity would be 1,190,000 kilowatts, about the same as The Dalles and McNary dams. The present estimated cost is \$480,000,000 (if prices don't raise). The pool elevation would be 255 feet with a flood control level of 292 feet, storing 2,000,000 acre feet of water between pool levels thus having a high "flood control rating". It would have a navigation lock, power generating facilities and fish ladders. The height of the dam would be about 95 feet, the same as The Dalles dam. The 1310 foot spillway would be in the main river channel with 22 bays, 50 feet wide. The powerhouse would be on the Washington side of the river and 1293 feet long, containing 14 generating units rated at 85,000 kilowatts and a structure for additional units. The navigation lock would be on the Oregon shore with a depth of 14 feet over the sills and a lift of 86 feet and 675 feet long. Power produced would sell for \$17,000,000 per year. The pool behind the dam would cause the moving of more than 60 miles of railroad and highway and the flooding of Arlington and much other lowlands.

The Dalles Lumber Co.

The Dalles Lumber Co. was started in 1946 just east of the railroad roundhouse. The mill burned in 1947 and was replaced by an electric powered mill in 1948 with a capacity of 40,000 board feet for each 8 hour shift. Late in 1948 a 65,000 board feet planing mill was added. The new dry kilns, erected in 1952 with a capacity of 35,000 board feet a day cost \$225,000 and has a 68 foot long drying oven which will take out 89% of the moisture from the lumber making it ready for the carpenter and reducing the "board foot weight" from 10 to 2 pounds. The amount of drying time depends on the amount of water in the lumber, according to Earl Estes, the kiln operator. Kiln temperatures start at 150 degrees and reaches 180 before the process is completed. The air is forced "through the lumber" by big fans. The company produces 8,000,000 feet of lumber a year and employs 80 men, 30 the year around. The company owns its own logging land which employs 15 forest workers. Logs are stockpiled and pine makes up 80% of the lumber with the other 20% fir. Ursus E. Brock is president of the company. --Chronicle.

The Horn

The remarkable collection of some 400 sets of horns, one of the finest private collections in existence, started by Charlie Frank Sr. in 1888 in his Horn saloon at 215 E 2 and started in the Horn saloon on First street opposite the Umatilla House. Mr. Frank was a big game hunter himself and pursued his hobby until his death in 1906. In 1896 the collection was moved with the saloon to the above 2nd street location where it remained until destroyed by fire during WW 2. Many of the heads, fowls, freaks and models of firearms are extinct today. In 1932 Mrs. Frank catalogued the collection and printed a pamphlet telling the history of some of the specimens. He turned down \$10,000 to exhibit them at the San Francisco fair in 1915.

Miners, gamblers, teamsters, cattlemen, sheepmen, hunters, railroaders would come into the old saloon broke and would trade a trophy for liquor. Often the owner's name was never learned nor the story behind the trophy. Tradition said the "Indians walked the large elk to death" for food. Caribou, antelope, water buffalo, Texas long horn steer heads, mountain goats, deer, buffalo, a lamb with its head upside down, 2 sets of 2-headed calves, bears, cubs, wildcats, bobcats, coyotes, fawns, fish, otter, cougar 8 foot long, eagles, pheasants, 40 guns, 20 pistols, Indian stones, Oregon fossils, an old Indian saddle, an Indian medicine drum. The Indian saddle was reported to have belonged to Princess Angeline, daughter of Chief Seattle of Seattle, Wash. who rode it in the first parade ever held in Seattle. The loss of the collection in the fire of 1943 was keenly felt in The Dalles and should have been turned over to the Maryhill Museum of Fine Arts which has a fireproof structure of concrete for the protection of collections like the Horn had.

Chas. Frank paid \$500 for the bison head in the collection. He paid \$45 in 1897 for the moose head. For 2 of the elk he paid \$770 and 3 others cost \$450 each in 1898 (\$1000 in 1953); for the big moose head from Canada \$250; the Rocky Mountain Big Horn sheep was valued at \$500; the Alaska Otter cost \$100; the 2 Mountain Lions were \$45 each in 1898; the medicine drum cost \$50 in 1898; the Lynx were trapped by Guy Morton on upper Mill creek in 1932; the badger was given to the collection by Mary Campbell, wife of Bert Campbell taxidermist of Thompson Addition in 1932; the petrified moss from the bad lands of South Dakota was given by Mrs. Chas. Corson of The Dalles; W.J. Seufert gave the Blue Heron crane in 1932; the Pony Express winchester was found by Joe Studnicka near Maryhill Washington in 1911; W.H. Davis gave a revolver in 1928 that was plowed up in a field which had been plowed for more than 30 years; Cliff Allen gave 2 Colts revolvers and J.S. Jensen a Colt-Lee revolver. Charlie Frank had turned down \$35,000 for the collection during the depression when \$35,000 would have bought \$100,000 worth of merchandise or labor in 1953.

Three of the elks heads were wired for electricity through the horns. Some of the birds were suspended from the ceiling on wires as if in flight. One white coyote always drew the admiration of the ladies for its short attractive fur. One calf had 2 heads for its one body and 4 legs. Two horn chairs with horn legs and backs graced the center pillars which supported the upper floor.

Charlie Frank's wife sold the business to Johnnie McClaskey who was the owner at the time of the fire which destroyed the collection. The building belonged to the Vogt estate and the upper floor was at one time the "opra house" in The Dalles in the 1880's before the Vogt Opra House on 3rd street.

WASCO COUNTY

When Wasco County was created January 11, 1854, opponents to the creation of the county at the legislature were quoted as saying, "The military authorities of Fort Dalles are opposed to the formation of a county east of the Cascades for the reason that there were only 35 settlers (white people) between the summit of the Cascades and the summit of the Rockies." Nearly every historian of Wasco county has assumed the remarks of the military authorities to be true. But a little investigation shows that the above statement was a "political statement" and Orlando Humason's bill for the creation of Wasco County was adopted with little opposition. Humason was legislative representative from Clackamas County and The Dalles was in Clackamas County in 1854. It is interesting to note that Clackamas county was one of the original Oregon counties created in 1843. The others were Champoeg, Washington and Yamhill counties all created July 5, 1843. Wasco county was taken off both Clackamas and Champoeg counties although Champoeg had been changed to Marion county in 1849. Wasco county, as we have said before extended from the summit of the Cascades to the California boundary and east along that boundary and the Idaho boundary to the summit of the Rockies near Green River; it followed the summit of the Rockies to Butte, Montana and included Yellowstone Park; from Butte the line followed directly west to the Columbia river and Washington Territory boundary to the Cascades. It was claimed that the county was the largest ever created in the U.S. and embraced some 250,000 square miles and remained that size for 8 years until Baker county was taken off in 1882.

Our Original Families

A study of our history shows the following families residents of Wasco County when it was created: George Atwell, justice of Peace at Cascades; John Chipman, constable at Cascades; Daniel Bolton, wife and family on Donation Land Claim at Rice; W.G. Biglow, Donation Land Claim (DLC) in The Dalles in 1852 with wife; Roger Atwell election judge in The Dalles; J.M. Bird; John Bell, wife and daughter operated a store in The Dalles in 1850; James Benson lived at Hood River; John P. Booth, saddler of The Dalles in 1854; Justin Chenowith, mail carrier in 1851 and DLC on Chenowith creek; Edward Crate DLC at Grates Point with wife and 2 children; Catholic Mission DLC with Father Mesplie; Lafayette Caldwell and wife DLC on Mill creek; Henry Chase of The Dalles in 1852; M.M. Cushing, wife and 2 children, merchant of The Dalles 1851; Nathaniel Coe DLC at Hood River with wife and sons; Frank Camp of The Dalles; A.H. Curtiss Dalles hotelman; John Chipman election judge; S.L. Brooks and wife carpenter; J.W. Covington and wife at Covington Point just east of The Dalles; Polhemus Craig & Dr. and druggist and his wife the first nurse of The Dalles; Ernest Curtiss; Daniel Butler, constable; Henry Chase, store clerk; Chas. Denton, wife and family, carpenter of The Dalles and DLC settler on Mill creek; D.W. Douthitt, prosecuting attorney; Jeremiah Doherty; W.L. DeMoss, baker; Louis Eppinger; Chas. Evelyn, farmer; Lt. B.M. Forsythe and wife, hotel in 1853; Capt. W.C. Fauntelory; Mr. Foreman, blacksmith 1853; Dr. Farnsworth; Rev. James Garrish 1853; N.H. Gates and wife hotel 1853; Wm. Gibson and wife first postmaster in 1852; J.C. Geere; R.W. Hale; John Halligan & wife DLC on Mill creek; L.R. Henderson, wife and daughter DLC at Dufur; Orlando Humason and wife, father of Wasco County and merchant with John A. Simms in 1852; J.L. Henderson merchant with Dr. C.W. Shaug in 1853; James Human, clerk; John Irvine and wife DLC on Chenowith and assessor; H.P. Issac and wife merchant 1853; Jacob Juker and wife, baker 1854; Tom Jenkins, election judge; Warren Keith; Mr. Koreman, blacksmith of 1853; W.C. Laughlin, wife and daughter 1851 DLC in The Dalles; Talbot Lowe and wife DLC 1853 on 5 Mile at Gray school; Dr. Wm. Logan and wife at 15 & Dry Hollow road in 1853.

S.S. Moore, constable; Allen McKinley, store 1851; Theodore Mesplie and wife DLC on Mill creek; Nathan Morris and wife DLC at Mosier; Josiah Marsh and wife DLC at Mosier; Josiah Mosier and wife first contractor in The Dalles in 1852 and DLC at Mosier; Richard Marshall and wife DLC; James M. Auliff 1854 store and assay office; W.C. Moody and wife, first jailer; C.R. Meigs and wife first county recorder; Capt. Isaac McFarland and wife and children; P.A. Marquam, attorney; John F. Noble; Mr. Nungert 1851; Nathan Olney first merchant and permanent resident of 1848; Orville Olney farmer; Wm. Olney farmer; Benj. Reynolds first sheriff; Peter Rudio DLC at Rice; Horace Rice DLC at Rice; Dr. C.W. Shaug and wife store in 1852 and DLC on Chenowith creek; John A. Simm DLC in Dalles 1852; George and Martha Snipes 1852; Louis Scholl architect of old Ft. Dalles; A. Shumway, surveyor; Victor Trevitt DLC in The Dalles and on 3 Mile at Rawson place 1852; John Thompkins 1852; Capt. R.R. Thompson, wife and 4 children DLC in Thompson Addition and 1852 warehouseman and boat operator with Orlando Humason on upper river and employed more than 100 men and their families maintaining the portage road and boat services; Oregon Tomson 1852; Perrin Whitman, nephew of Marcus Whitman, store clerk of 1852; Henry Williams and wife worked on the old log Fort Dalles with W.C. Laughlin; W. C. Wallace, like Josiah Mosier employed many carpenters constructing buildings in The Dalles; H.J. Waldron, druggist and postmaster.

The student of our history can see by this named list that there were 80 "heads of families" living in The Dalles and close about besides their 45 known wives and children or a definite total of 135 people we can name in the place of the "political 35 families" named by military authorities who didn't want to lose their military control over the city and county. In addition to these 135 families there were all of 100 men, some with families, who operated the boats on the upper river and maintained the wagon portage from The Dalles to Deschutes Bridge, and who worked on the middle river boats and maintained the portage at the Cascades. The city had its quota of saloons and the saloon followers, none of which are mentioned above.

The Donation Land Claim Act (DLC) was in existence between 1850 and December 1855 and while some of the above DLC claimants may not have filed before 1855, there were enough "squatters" on farm land who sold or abandoned their "squatter's rights" to more than make up the difference. Histories credit The Dalles with a population of 300 in 1854 when the county was established.

Fur Business of 150 Years Ago

Who would want to buy furs in Wasco county 150 years ago when Lewis and Clark came through soon to be followed by hunters, traders and fur trappers?

The answer was the wealthy Chinese at the great seaport of Canton were willing to pay fabulous prices to the "red-haired barbarians" for beautiful beaver and other skins with their soft touch and sheen gloss. In 1784 the Empress of China bought a cargo of these skins and there were 47 ships in the trade for more than 50 years to supply the wants of Canton merchants! The Pacific northwest fur traders and trappers did a big business. Captain Cook's expedition into the Columbia and Puget Sound was not a pleasure summer jaunt. It was to barter with Indian for furs for the Canton merchants! Furs that he paid the Indians a few beads or some trinket or a knife, in Canton would bring \$100 (which in terms of 1952 inflation meant \$500 each)! For 6 of the finest skins he paid the Indians a dozen green glass beads and the Canton merchants paid him \$10,000 (\$40,000 in 1952)! He netted \$90,000 for 1792 (\$360,000 1952)!-for that one voyage! By 1801 18,000 skins brought \$500,000 (\$2,000,000 1952)!-in Canton to satisfy the pride of wealthy Chinese aristocrats and the Englishmen used 150,000 beaver hats from 1783 to 1840!

The coast Indians always had merchandise of value to trade with Wasco county Indians during barterers at The Dalles and Wishram village (Spearfish). The merchants of England sent their Hudson Bay Co. traders and trappers to the northwest and old Wasco county for furs of the beaver, mink, otter, muskrat, bear, fox and other fur-bearing animals. John Jacob Astor established his post at Astoria, Ft. Okanogan and Spokane. Nathaniel Wyeth had a post at Ft. Hall (Pocatello, Idaho). The Hudson Bay Co. headquarters was at Ft. Vancouver and they had posts at The Dalles, Wallula, Okanogan and many other places.

John Jacob Astor came to N.Y. with \$25 as a coke peddler; then became a forest runner carrying furs back and learning the fur business. After 16 years (1800) he was worth \$250,000 and 8 years later was a millionaire and when he died in 1848 he was worth \$20,000,000. He took \$4,000,000 of that out of Wasco County and other Oregon points! He paid his trappers only \$150 a year! He took "steerage passage" to Europe to sell \$250,000 in furs!

Dr. John McLaughlin of the Hudson Bay Co. was born in Quebec. He studied both the medical profession and fur trading business and made a success of each. At Ft. Williams he married a half-breed Indian girl and they had 4 children. He was with the Northwest Fur Co. which merged with the Hudson Bay Co. and remained as Chief Factor of the Columbia River department, which included Wasco county and flew the Union Jack over his post at The Dalles, at Astoria, Vancouver, Wallula and other posts. His headquarters was at Vancouver. He was liked by both the Indians and whites alike and doctored both as patients, being the only doctor west of St. Louis until Dr. Marcus Whitman arrived in 1842. He developed a vast fur trading business for his company, built many trading posts, planted crops and became the supreme ruler of the "wilderness of the west". He helped American settlers by loaning them food and money, supplies and giving them medical attention. His kindness cost him his job as chief factor. In 1846 he went to live at Oregon City and became an American citizen and is often and commonly referred to as "the father of Oregon." (See page 67 for story of Peter Skeen Ogden and Princess Julia" early Wasco County trapper)--Junior Historical Journal, Oregon State Library.

Life of a Pioneer by George Himes

California flour or salt at \$10 a sack; mouse eaten sugar for \$14; poor families that lived on boiled wheat, without milk or syrup and maby a little venison,- that was Oregon pioneer life 100 years ago! In this day and age of plenty we have no conception of the hardships endured by pioneer women who lived in cabins, without a floor, no windows, a fireplace to cook over and supply the heat! That was the reward of a 2000 mile journey across desert, wilderness and swamps, without decent water, food or clothes, with hostile Indians or merderous whites on every hand, to say nothing of the wild beasts of the forests or plain!

When sickness came there was no doctor, hospital or medical supplies! Death was the reward of illness for mothers, little children and men of our pioneer families stricken with disease. They made the best of everything and were as cheerful as possible and gave thanks for all the good things and shared their worldly possessions with their neighbors. Privations and needs seemed to enlarge their sympathies and human understanding, like soldiers at war. Game and fish catches were passed around. Food and clothing were shared. Everyone was more like a big community family,- more or less like the Indians. Doors had no locks and keys and the buckskin latch-string on every door "hung on the outside." Most of the Indians were friendly and traded buckskin and fish or berries with the settlers. Supplies in those days only came in when the weather was favorable, by sailing vessels to Portland and by steamer on up to Oregon City or The Dalles. The arrival of the steamer was a very important event in the life of the community, until the coming of the railroad in 1882.

It was the steamer that brought the coffee, sugar, dried fruit, clothing, bedding, calico, woolen goods, needles, scissors, pickled fish, bananas or clothing. Prices were high and money scarce but the materials were good and lasted for years. Hudson Bay Co. calico lasted for years and wore like iron. Spring bought the gardens, game and fish. Dried apples were for the sick. Bacon was scarce and the bread course. Jerked venison was a delicacy and bees supplied honey. Hazel nuts, huckleberries, blackberries, strawberries, crab apples, salmon, preserves were gathered with the grain and hay.

Girls up to 1854 were worth 320 acres of land and married in their teens or as early as 9 and learned to work at an early age as life then was simple and full of hard work. Quilting and sewing bees, dancing, religious meetings, house raising and log rolling parties provided recreation. Grain was cradled with a sythe. The plow was made of cast iron and the ground harrowed with wooden V harrows. Grain was threshed by flail and a "work day" was 8 hours in the forenoon and 8 hours in the afternoon! The horse furnished transportation. That was the life of a pioneer in 1854!

Post Offices in Old Wasco County

In old Wasco County, beyond the present limits of Wasco County, and before the many other counties were cut off Wasco, there were many towns and settlements. We shall start with Hood River and the other closer counties FIRST, rather than by alphabetical rotation.

Hood River County

Was taken from Wasco in 1908 and named for Mt. Hood. The post office of Cascade Locks was established in 1878; Dee, 16 miles SW of Hood River was established in 1906; Hood River post office was established in 1858 with Nathan Benson first postmaster; Menominee was established 10 miles west of Hood River as Nicolai in 1903; Mt. Hood post office was established in 1890; Shell Rock was established in 1873 and moved to Collins Landing, Wash. in 1878; Stratesburg was established in 1888 and closed in 1891; Tucker was established in 1892 and closed in 1900 by B. Tucker; Viento was an 1896 post office closed in 1919 and Wyeth was a 1903 post office closed in 1938. Capt. Nathaniel Coe, an 1812 War veteran who came to Oregon to establish the first federal post offices in 1851 settled on a Donation Land Claim in Hood River in 1854 with his wife Mary (White) Coe. His sons were Charles E; Lawrence W; Eugene F and Henry C. all steamboat men on the Columbia. We shall not go further into the history of Hood River on these pages. W.C. Laughlin, James Benson and Mr. Jenkins were the other three "first families of Hood River".

Sherman County

Sherman County was taken off Wasco in 1889 and named for General W.T. Sherman of Civil War fame. The post office of Badger at DeMoss Springs was established in 1882 and closed in 1887 with T.R. Badger as postmaster; Biggs was an 1886 post office still in existence; DeMoss Springs was an 1887 post office closed in 1923; Deschutes Bridge at the mouth of the Deschutes was established March 3, 1880 and closed Dec. 6, 1880; Deschutes (at same location as Deschutes Bridge) was an 1888 post office closed in 1893; Emigrant Springs was an 1882 post office closed in 1895 on the ridge east of Wasco; Erskineville was an 1882 office closed in 1907 with Abiel Erskine as first postmaster; Fultonville was an 1882 office closed in 1886 with Col. James Fulton the postmaster; Grant was an 1883 post office closed in 1908; Grass Valley was established in 1882; Grover was an 1888 office closed in 1890; Kent was an 1887 office with M.H. Bennett first postmaster; Monkland was established in 1886 and closed in 1919; Moody was moved from Wasco county to Sherman county and called Miller in 1911; Moro was an 1884 office; Rufus an 1886 office; Rutledge was opened in 1884 and closed in 1908; Spanish Hollow was an 1870 office closed in 1882 when it changed its name to Wasco with Wm. Barnett as first postmaster. We have made no effort to write a history of Sherman county leaving that task to Giles French, editor of the Sherman County Journal at Moro and other Sherman county pioneers.

Jefferson County

Crook County was taken off Wasco in 1882 and Jefferson from Crook in 1914 and named for Pres. Thomas Jefferson and Mt. Jefferson. Offices created back of 1882 were: Cleek, 5 miles west Grizzley established on The Dalles to Prineville stage run in 1881 and closed in 1883 with Harley Belknap as first postmaster; Cherry Creek store existed before the post office was established by H. Tucker in 1884 and closed in 1886; Ashwood was not opened until 1898; Cross Keys was opened at Troutcreek in 1879 on The Dalles to Prineville stage run and closed in 1902 with R. Ashley as first postmaster. Culver was opened in 1900; Grizzley and Haystack were 1890 offices; Warm Springs was an 1879 office and Willoughby, near Grizzley, was an 1872 office closed in 1879. Madras was a 1902 office. Howard Turner is the historian of Jefferson county at Madras and runs the abstract office in Madras and a History of Jefferson county is being compiled by a number of pioneers of that county.

Crook County

Was taken from Wasco in 1882 and named for General George Cook. The post office of Hardin on the road to Paulina and Burns was opened in 1882 and closed in 1890 by S. Bixby; Howard was another old office of 1877 and closed in 1918; Paulina was an 1882 office still in existence; Prineville was an 1872 office of Wasco county established as Prine; Silver Wells was established in Wasco county in 1878 and closed in 1881 with Joe Brown postmaster; Spring Valley was an 1876 office closed in 1880 with Henry H. Wheeler, who established The Dalles to Canyon City stage run as the postmaster and Upper Ochico, 10 miles east of Prineville was an 1871 office closed in 1880.

Deschutes County

Was taken from Crook in 1916 and Crook from Wasco in 1882. Bend was established in 1888 as Deschutes; Camp Polk at Sisters was a post office in 1875 and changed to Sisters in 1888.

Wheeler County

Was created from Crook and Grant in 1889 and named for Henry H. Wheeler who established The Dalles to Canyon City stage line in 1864. Bridge Creek on Wheeler's stage line was established in 1868 and closed in 1882; Burnt Ranch was established in 1862 with Francis Farley first postmaster; while Clarno was settled by the Andrew Clarno family in 1854 the post office was not established until 1894; Fossil was an 1876 office; Francisville, near Clarno was an 1883 office closed that same year; Burnt Ranch was changed to Grade in 1880 and closed in 1901; Liberty, near Mitchell was an 1889 office closed in 1894; Lost Valley was an 1879 office closed in 1926; Mitchell, the toughest town in Oregon and old Wasco county was established April 10, 1873; Wagner was an 1882 office closed in 1901; Waldron, 10 miles east of Mitchell was an 1879 office closed in 1902; Winlock was an 1888 office closed in 1937.

The stage line from Antelope through Clarno to Fossil, Condon and Heppner ran until 1882.

The stage line from The Dalles to Antelope, Burnt Ranch, Mitchell, Dayville and Canyon City ran from 1864 to the completion of the railroad into Baker in 1884 which shortened the distance and stage service was limited to Mitchell and closer points with special mail contracts.

Gilliam County

Was taken from Wasco and Umatilla Counties in 1885 and named for Col. Cornelius Gilliam.

Post offices in old Wasco County were: Alkali(Arlington)was established in 1881 and changed to Arlington in 1885; Baird, 15 miles south of Arlington existed between 1884 and 1886; Blalock was established with the building of the railroad in 1881; Clem was an 1884 office with Clem Danniman first postmaster; Condon was an 1884 office served by stage from Arlington; Crown Rock was established near Clarno as Huntley in 1876 and in June of 1876 changed to Pine Creek and in 1889 became a part of Wheeler county and in 1854 was settled by the Andrew Clarno family; Fletts was an 1884 office closed in 1888; Fleetville was established by George Fleet near Olex in 1881 and closed in 1884; Legality 20 miles south of Arlington was an 1884 office closed in 1888; Olex was started by James Butler in 1874; Scotts was the old ferry crossing on the John Day and served by The Dalles to Walla Walla stage line from 1867 to 1878 with David Leonard as first postmaster at Leonard's Bridge and Willows, east of Arlington about 10 miles was an 1878 post office closed in 1942 and with J.W. Smith as the first postmaster and it was closed 10 years from 1885 to 1895.

Grant County

Grant County was taken off Wasco and Umatilla counties in 1864 and named for Pres. U.S. Grant.

Camp Watson existed as a stage stop on The Dalles to Canyon City stage in 1864 but was not a post office until 1867 and was closed in 1886 with Chas. West first postmaster; Canyon City existed in 1862 in old Wasco county but did not become a post office until April 23, 1864; Dayville was a stage stop on The Dalles to Canyon City run but did not become a post office until 1868 with James Brackett as first postmaster; John Day, was a suburb of Canyon City in 1862 and did not become a post office until 1871 with Frank McCollum first postmaster; Monument was an 1874 office; Mt. Vernon 1877 and Prairie City 1870 with Jules Bret first postmaster.

Umatilla County

Was taken from Wasco in 1862 and named for the Umatilla Indians and river.

The old stage station of Cayuse existed on the Old Oregon Trail and on The Dalles to Salt Lake City run as early as 1862 but was not an official post office until 1867; Egan station on the same run was in existence and was a post office from 1865 to 1867; Marshall was another old stage stop that became a post office in 1865 and was changed to Pendelton in 1869 with Franklin Coats first Pendelton postmaster; Pilot Rock, on the same stage run during the same years became a post office in 1868; Umatilla Landing was used in 1858 but did not become a post office until 1863; Meadowville, near Stanfield on the Old Oregon Trail existed between 1867 and 1874; Weston was an 1869 office.

Baker County

Was taken off Wasco in 1862 and named for Col. and later Senator E. D. Baker.

Auburn was an old Wasco county mining town and post office between 1862 and 1903, 6 miles west of Baker; Baker itself was a stage stop on The Dalles to Salt Lake City run but did not become a post office until 1866; Express Ranch was a stage stop on the same run but did not become a post office until 1865 and was closed in 1879; Humbolt Basin and Pleasant Valley were early stage stops but not post offices until 1868; Rhye Valley and White Horse were 2 other early points of 1867.

Union County

Was taken from Baker county in 1864 and named for the U.S.; and Baker from Wasco county in 1862.

Forest Cove or Cove was a stage station in old Wasco county before it became a post office in 1863; La Grande was another stage stop on the Old Oregon Trail in 1860 and became a post office in 1863 with B.P. Patterson first postmaster; Pocahontas was another early stage stop which became a post office in 1863 and operated to 1872 with Tom McMurran as postmaster and Union was another of those old stage stations that was opened as a post office in 1863 with John Chipman as postmaster.

Wallowa County

Was taken from Union in 1887 and is the Indian word for pole.

Wallowa is the oldest town and post office of 1873 and was therefore never a part of Wasco county.

Morrow County

Was taken from Umatilla in 1885 and named for the pioneer J.L. Morrow family and since Umatilla county was taken from Wasco in 1862 before there were any towns in Morrow county we can name but the lone stage stop near Cecil which became a post office on The Dalles to Walla Walla stage line from 1867 to 1870 with James Best as postmaster. Heppner and Lena were not established until 1873.

Malheur County

Was taken from Baker county in 1887 and is the French name for evil. Since Baker was taken from Wasco in 1862 there were no towns in existence in that part of the country in the days of old Wasco county. The Eldorado mines were in existence in 1862 but the post office was not established by Sam Reeves until 1869 and was closed in 1879; the Jordan Valley post office was established by Jasper Lockwood in 1867.

Harney County

Was created from Grant in 1889 and named for General Wm. Harney. Grant was taken from Wasco in 1864. Camp Harney the oldest post office near Burns was established in 1874 and closed in 1885 and Burns was established as Egan in 1882 and as Burns in 1884; Evergreen in 1882; Drewsey in 1884.

Lake County

Was taken from Wasco in 1874 and named for its many lakes. Drews Valley of 1873 was in Wasco county; Goose Lake 1875; Lakeview 1876; Paisley 1879; Silver Lake 1875 and Whitehall 1875-to 1879.

Klamath County

Was taken from Lake in 1882 and named for the Indians. Bonanza was opened in 1875; Ft. Klamath in 1879; Klamath Agency 1878; Langill Valley 1871; Lake Port 1873-75; Lost River 1875; Bly 1873-83; Tule Lake 1875; Yainat 1872. Four offices in old Wasco county.

Boise and Fort Hall and Yellowstone Park

Boise and Ft. Hall, Idaho were in Wasco county from 1854 until Oregon was created as a state in 1859 at which time Wasco county lost 1/3rd of its area to Washington Territory and Washington lost it to Idaho Territory in 1863. Utah Territory was acquired by the Mexican War of 1848 and was never a part of Oregon Territory or Wasco county, however Green River was in Wasco county in 1854, transferred to Washington Territory in 1859, lost by them to Idaho in 1863 and lost by Idaho Territory to Wyoming Territory in 1868. Yellowstone National Park was transferred the same as Green River.

Butte Montana

When we lost Butte, Montana the procedure was a little different; we first lost it to Washington Territory in 1859; Washington lost it to Idaho in 1863 and Montana Territory was created in 1864. Some of the early mining activities of Montana were started when that part of Montana was in Wasco county, including the surveying of the Mullen Trail and road from White Bluffs and Walla Walla to Fort Benton on the Missouri. Washington Territory was organized in 1853 one year before Wasco county was created, that is why Walla Walla was in Clackamas county but never in Wasco county. At one time we thought Clackamas county, when it extended to the 54 parallel in British Columbia, was larger than Wasco county, but when the two areas were traced out on a map Wasco proved to be about 1/4th larger and therefore holds the undisputed title of the largest county ever to exist in the U.S.!

Snake River Ferries

When Wasco county was first created Orlando Humason was licensed to keep a ferry in 1854 on the Snake river at Boise for emigrants and fees were set by the County Court. Richard Marshall was licensed to operate a ferry in 1854 across the Snake river at Salmon Falls, Idaho. C.E. Irvine was licensed to operate a ferry across Green River, Wyoming in 1854. Justin Chenowith was given the first license to operate a ferry across the Columbia at The Dalles in 1854. Matthew Finley was licensed to operate a ferry across the Columbia at Wind River mountain in 1854. Wagons could go down the Columbia river on the Oregon side to Wind River or Shell Rock Mountain and then cross to the Washington side where they could go on down to Vancouver. It was a very poor road and not used very much on account of the Barlow road being better and easier to travel.

Baker

The town of Baker, in old Wasco county, was founded in the early 1860's by Chas Fisher who located a log cabin there in the sagebrush. Auburn was the first county seat of Baker county in 1862. A change in the routing of The Dalles to Salt Lake City stage line through Sutton creek made Baker a stage stop and the junction of the roads to Auburn and Sumpter Valley. The stage road became the main road and street in Baker, which was platted in 1865 and became the county seat in 1868. David Littlefield was given credit for discovering gold in Baker county in 1862.

John Halley, pioneer stage driver on The Dalles to Salt Lake City run of 800 miles later became the owner of the stage line from Kelton, Utah railroad terminal on the Union Pacific in 1869 to Umatilla Landing where passengers made the boat trip to Celilo and train trip to The Dalles. He also operated the Boise to Walla Walla stage line and the Overland Hotel in Boise.

Arlington

Arlington was first called Alkali when it was started in 1881 with the building of the railroad. It was incorporated in 1885 as county seat of Gilliam county. J.A. Thomas was first mayor. Fire in 1888 wiped out the business district of 15 places. It was the shipping point for wheat, wool and cattle. The Coe saloon holdup of 1902 was one of their most exciting events. All the patrons were lined up against the wall and fleeced. The bandits fled and were never caught. When Coxy's Army of unemployed stole a freight train at The Dalles in 1882 and were stopped at Arlington, the city has never seen so many "floaters" at one time before or since, but they all left for Washington, D.C. on the next freight train after "bumming handouts" from all Arlington's housewives. In 1909 the Columbia river froze over and teams and wagons could be driven across the ice. The Condon railroad branch was established in 1904 after which Condon was made the county seat. A flash flood did some damage in 1927. The city has always been considered a very delightful stopping point for highway tourists and travelers.

Biggs

Biggs, at the mouth of Spanish Hollow which was named for 2 Spanish cows found by emigrants in that locality. In the hard winter of 1861-2 Emmett Miller's stage from Walla Walla to The Dalles was stalled by snow at Well Springs, in Morrow county, with 16 passengers. Some of the men went on to Scott's Ferry on the John Day and then tried to come on to the Deschutes. One young man made it to Wm. Graham's place on the Deschutes and reported the others trying to get through. John Irvine, Chas Poole went out for the rescue and found 2 men at Biggs. Poole found 2 more men at Grants. Nine of the 16 men were located. Some of the bodies were found later and some never found.

Henry Helms built the hotel at Biggs in 1882. D. McDonald built a wheat receiving platform, a warehouse and store. The Farmers' Cooperative had a platform there. Later E.O. McCoy bought McDonald's holdings operating them until the building of the Columbia Southern railroad to Moro and Shaniko in 1902. L.E. Clark was the first postmaster at Biggs and sold lumber, wood and coal and ran a livery barn. Henry Helms sold his hotel to Sam Price. Price sold to J. L. Henderson and Mr. Henderson sold to George Hoffman. The old hotel was finally caved in by sand.--Carson C. Masiker.

The Old Oregon Trail came down Spanish Hollow and many emigrants saw the Columbia river at that point for the first time. Wasco County Pioneers' Association recently erected a bronze plaque at Biggs marking the location where the Old Oregon Trail first reached the Columbia. The Deschutes was forded at the mouth and the trail led over the mountain to 15 Mile to Fairbanks, then Floyd's Stage Station at the junction of 5 and 15 Mile and into The Dalles through Thompson Addition, over the old road around the rim of the bluff.

The Boise Massacre by Daniel W. Butler

The story of the Boise Indian massacre was told by Daniel W. Butler of The Dalles, Tygh and Dufur, veteran of the 1858 Yakima Indian War and whose biography appears on pages 239 and 240 under Tygh, to the Dufur Dispatch in which it was published April 16, 1897 and republished in the History of Central Oregon is quoted as follows: (Boise in 1854 was in Wasco County when this event occurred).

Probably the hardest horseback ride ever made through a hostile Indian country, and the most remarkable case of endurance on record in the northwest, was the 400 mile ride of Enoch Pruitt from Fort Boise to The Dalles, in August of 1854, when, without rest he travelled the distance in 4 days and nights. Pruitt was employed by H.P. Isaacs and Orlando Humason to convey the news of the massacre of 23 emigrants 40 miles east of Ft. Boise. (Issac & Humason operated the ferry on the Snake near Boise). The horrible story told by the messenger created great excitement in The Dalles; but as an eye witness of the scene of the horror a short time after, I can testify that man could not tell of, nor any pen describe the sickening sight and do justice to the memory of those who viewed it. It will always rank in the annals of savagery as the most fiendish ever perpetrated!

On receipt of the news we gathered as quickly as possible a force of regulars and volunteers and started for Boise. We numbered 36 regulars under Major Granville O. Haller (of Old Fort Dalles) and by picking up a few after starting, we had about the same number of volunteers under Capt. Nathan Olney (veteran of the Cayuse Indian War of 1848 and first permanent merchant and resident of The Dalles) and with Orlando Neal and I. Stoley, lieutenants. At Grande Ronde Valley (La Grande) we were joined by about 20 Cayuse and Nez Perce Indians as allies; R.R. Thompson as Indian Agent (founder of Thompson Addition) with his 2 packers and ex-Governor Gaines of Oregon who was on his way to meet his family who were on their way to Oregon and he met them near the scene of the massacre!

On leaving Grande Ronde Valley Olney took about 18 men and our Indian allies and made a forced march to the Owyhees where he surprised an Indian encampment and killed about 10 and took 18 prisoners, which he held in the bastions of old Fort Boise until the arrival of Major Haller and the rest of the command. As soon as Major Haller made camp, a short distance from the fort, the prisoners were started from their quarters with the intention of bringing them before him. It happened to be about dinner time and at the sound of the bugle our captives took it for granted their death warrant had been signed and scattered to make a desperate run for liberty! A half-breed Indian addressed them in their own tongue and succeeded in reassuring them and all but one stopped and he was brought to a halt by a charge of bird shot fired by one of our "tame Indians" who bore the name of "Cut Mouth John". The shot did no serious injury but the Siwash concluded to make the most of it, so he jumped into the air and fell flat and after a few struggles was apparently dead. We gathered around the corpse, but old Cut Mouth John declared him "wake memalose" and deliberately poked the end of his iron ramrod into the victims eye which, though a severe test of death, in this case proved a very effectual one, for the Indian jumped to his feet with a howl and went back to his comrades!

We were soon convinced that this band had not been concerned in the massacre and learned that the tribe that had committed the deed had gone north, so we took a northeasterly course and after a few days ride we reached Payette Valley, and the second day found their camp with fires still burning! It was very evident that the band had scattered in all directions to avoid pursuit! The next morning we saw 2 hostiles and closely pressed they ran into a small creek and hid, but our most careful search could not discover their hiding place, so the whites abandoned the search; but our Indian allies would not leave the stream until they secured the scalps of the fugitives and their perseverance was rewarded! the fugitives were found in a hole which the water had washed in the bank, and which the abid and vegetation concealed from view of any but those human blood hounds!

The volunteers also captured an Indian and his family and took them along, striking south to Boise Valley where we found the thigh bone and leg down to the foot of a boy that had been killed! We turned down the river to the scene of the massacre. It is over 40 years since I visited that spot, and yet the horror of the sight is often before my eyes. Here were the gastly and mutilated remains of 23 men, women and children, stripped of their clothing and putrifying in the sun! The men and children had been killed, the wagons burned and the 8 women of mature age had been taken a distance of 50 yards, thrown down and ravished; and not even then satisfied to dispatch their victims, these inhuman fiends took the red hot bolts from the burning wagons and thrust them into the bodies of their helpless victims, thus burning them to death! After stripping all their victims naked the fiends had out open the feather beds and scattered the feathers over the bodies. Mr. Isaacs and others had attempted to hastily bury the decaying bodies, but the Indians had returned and dragged them from the shallow graves and left them to rot, exposed to the sun and storm, or be devoured by wild beasts.

The unfortunate train consisted of 3 families named Ward and Wilson and I have forgotten the 2 Ward boys, 12 and 14 who escaped and forded the river and made their way to Ft. Boise where they were cared for by Isaacs and Humason who brought them to The Dalles and I afterwards became acquainted with one of the Ward boys. After burying the dead we ran out of provisions and had to live on horse flesh until we reached Ft. Boise where we met the government supply train which had been delayed by being burdened with an old cannon. The season being so far advanced it was thought best that part of our forces return to The Dalles with Major Haller, 10 regulars and 10 volunteers and our Indians.

On the upper Umatilla river some 3000 friendly Indians prepared a grand reception, killed a beef, brought vegetables and made ready to treat us royally and here we camped, cooked and made merry. After dark commenced the war dances over the scalps we had brought in. They built 2 rows of fires 150 yards long, the warriors taking the middle aisle with the squaws on the outside, then with the beating of drums, tom toms, pounding on boards and sticks, with songs and chants interrupted by yells,

and with their war-clubs fringed and painted they beat the scalps from one end of the rows of fires to the other, and all the time keeping up their war dances. The figures made weird and horrible by the firelight. It was a reception as few have ever had the fortune or misfortune, to be honored with! The next day, for fear of more honors, we wended our way toward The Dalles where in due time we were discharged. (This shows Dan Butler had Indian War service in 1854 as well as 1856).

Just 40 years after we received our pay for the hardships of this trip, at the rate of \$17 a month and a land warrant, which we might have had much sooner, but Uncle Sam was so busy providing for the support and education of the friends who had caused the trouble, together with their offsprings, that he had no time to attend to the just claims of those (soldiers) who protected his western empire. (The above statement meant that in 1894 Indian War veterans had finally been awarded a pension like the Civil War Veterans were receiving.)

Mystery of Wagontire

Out on the desert southwest of Burns is the little oasis town of Wagontire (1919-1943). A large creek flows from the foot of Rams peak where it flows into the desert and disappears, but along the channel the moisture provides fine meadows for cattle herds, good ranch gardens and fruit. It was always a great game country and a rendezvous for Indian fighters in our pioneer days and Indian war campaigns into Central Oregon in early days of Wasco County. A lookout on Rams Peak could detect the approach of any enemy. Deer, antelope, elk and small game were plentiful as cattle are now.

The name of Wagontire originated from a pile of old worn out wagon tires found near the spring or creek at the foot of Wagontire (Rams) Peak. An old emigrant trail led across the desert at that point and it was naturally presumed that an emigrant train had found its way to Wagontire; but no person has ever been able to explain how or why the old tires were placed there? This mystery of more than 100 years has led to all kinds of speculation. Some thought that an emigrant train was massacred and their wagons destroyed, after removing their property and animals. The wagons were thought to have been burned in a heap and for that reason the tires were found in a pile. But since no skeletons were ever found at the place there has always been doubtful acceptance of that theory.

The story of the Blue Bucket Mine was woven into Wagontire as the location where the gold nuggets were found, but every creek, watering hole and gulch from Idaho to California has been thoroughly searched out on the desert of Central Oregon, without ever finding any trace of gold! Several Dalles pioneer families were members of the Blue Bucket Mine emigrant train so we know that train got safely through to The Dalles, altho many of them died of disease, starvation and exhaustion.

Horseshoe Spring Mystery

About 50 miles due south of Wagontire (Rams) Peak is Juniper Mountain from which a spring seeps to fill a few holes with water for cattle and horses. A large area around that spring was covered with old horseshoes and bleached bones of horses. No one knows the story of that early day Wasco County mystery of how those shod horses got there? Regular desert horses are never shod. Were they the horses of the emigrants who lost their wagons at Wagontire? Another theory was that a homesteader had fenced up the spring with his horses within the enclosure. He went for supplies to The Dalles and when he returned a storm overtook the owner and fensed stock, piling many feet of drifted snow on the animals which perished within the enclosure? --History Central Oregon.

The Wagon in Lake Albert

Another desert mystery was the sight of a wagon projecting from the waters of Lake Albert, out near Valley Falls south of Paisley. How did that wagon get out in the lake? One theory was that in early emigrant days the lake dried up and the emigrant road crossed the lake, the wagon broke down or was mired down and was left there. This has since been confirmed by pictures of the old emigrant road across the lake. In early days it was thought that a wagon may have fell through the ice of the lake in a late season. Still another was that the wagon was left on the rim overlooking the lake and was rolled down into the water. The east side of the lake is too rough for wagons. Portions of other wagons were found near the lake leading to the theory of massacre of a small wagon train in that area. --History Central Oregon.

Pendelton

Pendelton was founded in 1864 by M.E. Goodwin and his wife who were driving milk cows to the mines and their calves gave out at Pendelton and could go no further. They stopped to rest and feed them and found that a never-ending stream of miners, travelers, stockmen, emigrants seemed to be always going by their place at Pendelton and wanting food, rest and supplies so they started the usual pioneer Inn, blacksmith shop and livery stable and sold supplies as fast as they could stock them. They had a 160 acre ranch in Pendelton and a toll bridge was added. Umatilla Landing had a "floating population" of 1500 when they located at Pendelton. The roads "forked" at their Pendelton ranch, one branch called the Old Oregon Trail went over through Pilot Rock to The Dalles. Another branch went to Umatilla Landing down on the Columbia at the mouth of the Umatilla river and still the third branch went to Walla Walla. Thus Pendelton just had to become a town without any planning.

Public Lands

The Times-Mountaineer reported in 1898 that the U.S. Land Office at The Dalles had jurisdiction over 3,491,011 acres of public land open to entry in Oregon. Fees on homesteads were \$16 for 160 acres, \$8 for 80 acres. Residence on the land was required for 14 months which entitled the claimant to purchase at \$1.25 an acre; or residence from 5 to 7 years and some cultivation and a payment of \$8 for 160 acres or \$3 for 80 acres and a \$15 "testimonial fee" and 2 witnesses that the claimant has qualified for final proof of ownership. There were 380 townships in the district with 349,680 acres of unsurveyed timber. The State School Land Board controlled sections 16 and 36 of each township and they sold land for \$2.50 an acre and 10% interest on unpaid balances which could run for 10 years. --Annie Lang.

Prineville by Fred Lockley

Old pioneers will remember Barney Prine. I used to meet him occasionally 25 or 30 years ago (1900) when I lived in eastern Oregon. The last time I saw him was here in Portland many years ago. His powerful frame had shrunk. His broad muscular shoulders had drooped. The man who in his young manhood and middle age could lick his weight in wild oats was but a shadow of what he had once been! Barney Prine and his wife settled in the Ochoco valley in 1868. The town of Prineville was built on Barney Prine's claim. He ran a blacksmith shop and a store there, and later ran a saloon and dealt in horses. He was for years the champion footracer of that part of the country and he also owned and ran race horses.

Albert Allen who crossed the plains with his parents in 1845 in the wagon train that took the Meek cutoff (past Wagon tire) and had such a disastrous experience, also was an early settler near Prineville. The Allens settled in Polk county. Albert Allen served in Co. A of the First Oregon Volunteers under Capt. LaFollette. He settled in the Ochoco valley near Prineville in 1868. His son Hardy Allen, who was born 4 miles from Prineville in the spring of 1874, became a blacksmith and stockman and later settled at Sisters.

Monroe Hodges was another early-day settler. He was born in Ohio in 1833. His father was born in South Carolina in 1788 and served in the War of 1812. They crossed the plains in 1847 settling in Benton county. Monroe Hodges was 14 when they crossed the plains. He drove an ox-team from Platte county, Mo. to the Willamette valley. They took a claim 9 miles north of Corvallis. Mr. Hodges went to Jacksonville in 1854 where he mined for a while. In 1871 he moved to Prineville and built the first hotel and livery stable in Prineville. He platted the town of Prineville and that part west of Main street was on his old homestead. He married Jan. 13, 1855 Rhoda Wilson, who was born in Mo. in 1837; her father was Samuel Wilson, who was born in Va. and was shot and killed while crossing the plains in 1853. Mrs. Wilson, whose maiden name was Sarah Delaney and who was born in Ky., after the death of her husband on the plains continued to the Willamette valley settling near Corvallis. She later married Chas. Johnson. Monroe Hodges lived in Prineville from 1871 until he died there in 1905.

Another early settler was D.W. Claypool and Wayne Claypool, as he was usually called, was born in Indiana in 1834 and went with his parents in 1837 to St. Joseph, Mo. and in 1846 at 12, he crossed the plains with his parents to Marion county. From there they moved to Linn county. Wayne Claypool served in Capt. John Sutte's company under Col. Thomas R. Cornelius in the Indian War of 1856. In 1867 with Wm. Smith, Elisha Barnes, Raymond and Calvin Burkhart he moved on Mill creek in Crook county. They were the only white men in Crook county the winter of 1867-68. The Indians were camped near what was later known as Gesner Station on Crooked river, swooped down on them and stole some of their horses and cattle. The men moved to a deserted government post called Camp Polk (Sisters). Capt. White, who was with them, stayed at Camp Polk with the stock and the other men crossed the Cascades on snowshoes to Linn county to bring more settlers and came back with a number of men who took up claims near Prineville. The summer of 1868 the Indians burned Claypool's house and he and his associates went to Warm Springs agency for supplies and he built another house. The others with him built cabins nearby. Mr. Claypool took up the first homestead in Crook county and built the first house in the county. He married Louisa Elkins, who was born in Ohio in 1835. She crossed the plains in 1852 and came with her parents to Crook county in 1868. Luther D. Claypool was 10 years old when he came with his parents to Crook county where he became a stockman.

Elisha Barnes, who was one of the men who came with Mr. Claypool to Crook county, was born in Ky. and went to Calif. in 1849; returned to Mo. in 1851 and in 1852 re-crossed the plains settling in Linn county. He took up a place 3 miles from Prineville in 1868, where he lived the next 30 years. He married Susanna T. Glenn. Their son George W. Barnes, who was born in Mo. in 1849, came to Crook county as a boy and was one of the early attorneys of Prineville.

Prineville is almost in the exact center of the state. Barney Prine's store, the first in Prineville, was built of willow logs and was 10 X 14 feet in size. It served as his home, store, saloon and hotel. The second store in Prineville was run by Wm. Heisler and was started in 1871, the same year Monroe Hodges started his hotel. The 3rd store in Prineville was operated by Hodges and Wilson and started in 1876. The Prineville Flouring mill, owned by James Allen, was started in 1875. The first church was the Baptist organized in 1873. The post office was established in 1873 (as Prine in 1871 and as Prineville in 1872) Dr. L. Vanderpool being postmaster. Prineville's second hotel was opened in 1876 and owned by Oliver J. Jackson and by this time Prineville had a population of 200. The present Ochoco Inn is one of the best hotels in eastern Oregon.

The Prineville townsite plat was filed at The Dalles March 26, 1877. The first brick building was erected in 1879. The town was incorporated Oct. 23, 1880. The first mayor was Elisha Barnes, S.J. Newson was recorder, Richard Phillaber was marshal, A.H. Breyman was treasurer and George Noland was city attorney and the first council were F.E. Whittaker, Alexander Hodges, D. Richards and J. Wilson.--Oregon Journal June 25, 1929.

Prineville Power Plant

Stephen J. Yancy, Dalles to Prineville freighter of 1881 with 12 horses and 2 wagons hauled the first electric light plant to Prineville. It weighed 150,000 pounds (75 tons) and required 5 trips with 2 - 10-horse teams. He used the old Dalles to Canyon City road to Bakeoven where he took the Cow Canyon toll road and grade down to Hay creek. It took some of the very best "jerk line" teamstering to get 10 horses and 2 wagons around some of those old "hair pin" Cow Canyon turns with their loads "right side up", so he claimed. He was also one of the best sheep shearers in eastern Oregon and was credited with being able to shear 200 head in one day!--a very unusual feat of human endurance. (Just try clipping the lawn for 8 hours with a pair of sheep shears and grass is easier to clip than a squirming sheep!)

Ashwood

Martha Jane Wood, familiar figure in the little town of Ashwood, is dead (1934) and central Oregon has lost another resident linked with pioneer days. She lived at Ashwood for more than 50 years and was a source of interesting historical material. The story of Grandma Woods starts when the story of Howard Maupin stopped (1878) when she moved with her husband W.T. Wood from the Willamette valley. The bones of Chief Paulina were whitening in a lonely cove above Trout Creek where the outlaw had been slain by Maupin. The nearest railroad point was The Dalles. Prineville had just recently been founded around the store and blacksmith shop of Barney Prine. There was no Bend, Redmond or Madras and all the vast interior was a part of Wasco county.

For 20 years W.T. and Martha Jane Wood lived practically alone, with their family of 3 boys, in the Trout creek valley. Further down Trout creek was the Columbus Friend ranch and up the valley were the holdings of T.S. Hamilton. Suddenly almost overnight Ashwood came into existence. Gold had been discovered and there was a rush to the mining district. Picks and shovels of prospectors scarred the hills and the shrill whistles of steam engines operating at the Oregon King and Red Jacket and Morning Star mines could be heard afar.

Grandma Wood was no longer alone at the foot of Ash Butte, for the little village, platted by her son James in 1899 was rapidly growing. A general merchandise store came into existence, saloons sprang up in the frontier town and the livery stable did a rushing business. A telephone line was strung to Antelope and stages operated up Little Trout creek and over the divide past Cold Camp to Antelope and Shaniko and Ashwood had a newspaper called the Prospector!

The Ashwood post office was established in 1898 with James Wood, father of the town, as first postmaster. Petitions asked that the office be called Ash, for Ash Butte, but postal officials added the name Wood, in honor of the postmaster and called it Ashwood. Litigation closed the Oregon King mine and soon the little village became quiet once more allowing Grandma Wood to remain in her home without disturbance until she joined her husband in the land beyond the sunset.

---Bend Bulletin November 17, 1934.

Cross Keys and Friday-Fulton Ranch

The old Cross Keys post office at Hay Creek was established as Trout Creek in 1878 and changed to Cross Keys in 1879 and closed in 1902. It was at one time at the John Bolter ranch at the foot of Cow Canyon on Hay creek, a stage stop on The Dalles to Prineville and Antelope to Prineville runs. Mr. Bolter said, "I do not know why it was called Cross Keys. It was closed in 1902 because the stage drivers always wanted to growl at my men making it hard to get work out of them, so I closed the post office and stage station to illiminate the trouble and we went to Ridgeway for our mail at the top of Cow Canyon."

The Friday ranch, sold to Glenn Fulton by Leslie Friday of Redmond is the ranch where all the "rock hounds" of the U.S. and Canada come to collect their beautiful agates, notable among which are the beautiful Flower Plume agates; the Fern Plume of many colors; the Moss agates of all colors; Blue agates; Opal agates; Blue Bed nodules or Thunder Eggs formed by gas bubbles in the molten lava intermixed by water and minerals for colors. Colors of the agates are made by the cinabar and darker reds by iron; the blacks are manganese; yellows are created by iron as are the blue colors while the green colors are caused by copper and silver.

The Fultons did not acquire all the 100,000 acres of the Friday place only about 17,000 in the home place on the highway. The old place has settlers cabins for 20 or 25 families which justified the existence of the post office back in the 1870's and 1880's and '90's. There is 1000 acres of tillable land on the place of which 300 is in alfalfa which requires 2 tractor-mowers and bailsers. They run 500 head of cattle and the place will support 700 to 800 head. Mr Fulton said, "If I could only get hay hands to work as hard and as long hours as the rock hounds work, I could really get my ranch work done!" He is the son of Frank Fulton of Fairbanks and married Ruby Wallace and have a son Robert who handles the wheat raising. His daughter Virginia's husband Ed Jarvis handles the haying and cattle feeding. Mr. Fulton handles the stock and the hired help. Mrs. Fulton "superintends" the diggings of the "rock hounds" who pay a minimum charge of \$3 for 15 pounds of agate rocks, which they dig out there in pits in the boiling hot sun and "never feel the heat" whether they are 20 or 80, male or female! Some of the fossils contain pecans, walnuts, dates, almonds, figs, and the country has been through some very hot volcanic action. Near Poca Dot cave the Indians made arrowheads, on the place. The Pony Butte cave has running water. The Devil's Canyon is a very nice but rough horse back ride to the opal mines.

The place is noted for its Rhyolite red buolding stone and one quarry has been leased to the Pacific States Stone Co. for 50 years and they expect to ship 5 car loads a week to Los Angeles besides sales in Oregon and Washington. The hill is 500 feet deep and just as high and several miles long so there is no immediate danger of quarrying it all out in our generation and even of they do there are other hills of the same stone on the place!

The Northwest Oil Co. of Nevada, which is now drilling at Grizzley down to 2000 feet with cable on a 12 inch hole, is expected to move in their rotary drill and move the cable drill to the Fulton place in the spring of 1953. They plan on drilling down at least 5600 feet. There are 8 top geologists with the company, one of which helped bring in the Alberta field.

There is an old gold stamp mill on the place, partly buried by a flash flood.

It is rather amusing in our travels throughout the west to see the many fine agates displayed for sale in western cities and upon close inquiry to find that a great many of them came from the Fulton-Friday ranch right in our own backyard! This ranch is another vivid example of our failure to see its many fine points of interest. It is one of the most outstanding ranches in the U.S!

Hood River

The post office of Hood River was established in 1858 with Nathan S. Benson as first postmaster. He was succeeded by Martha Benson, Chas. Coe, H.C. Coe, Delia Stranahan, R.J. Rogers, George Prather, Jennie Champen, L.E. Morse and Wm. Yates up to 1905. Prior to 1854 the place was known as Dog River and first settled by W.C. Laughlin and Dr. Farnsworth of The Dalles in 1852. In 1854 Nathaniel Coe settled on the abandoned W.C. Laughlin claim filing on it as his Donation Land Claim. He was the special postal agent sent out by the government in 1850 to establish post offices and mail lines in the Pacific northwest, spending 1850 and 1851 in that task, granting the line up the Columbia to The Dalles and The Dalles post office. After his work was completed he settled at Hood River. He was an old 1812 War veteran and the only known 1812 War veteran of the Mid-Columbia area. His sons were Lawrence Coe, river steamboat captain who helped organize the Oregon Steam Navigation Co.; Chas. Coe of Hood River; E.F. Coe of Hood River and Capt. H.C. Coe of Hood River, The Dalles and Portland who followed the river boat business. Nathaniel Coe's brother-in-law Wm. Jenkins settled at Hood River with Mr. Coe in 1854 and they built the first house there in 1858. Mr. Jenkins was drowned in the Columbia river in 1885 with his son and James Laughton.

James Benson and his wife and brother Nathan S. Benson, first postmaster of Hood River, also settled there in 1854. James Benson was the grandfather of James and Karl Benson of The Dalles whose father James C. Benson settled on 5 Mile creek on the Benson road and at the Benson school 80 years ago. The Bensons have therefore been pioneers of this section of Oregon for nearly 100 years! A.C. Phelps was another 1854 settler at Hood River.

But by 1861 Hood River only had 8 families. In 1875 Dr. Parkhurst went to Pennsylvania and induced 35 families to come out and settle at Hood River as neighbors of the Arthur Gordons, Henry Gordon, Amos Underwood, John M. Marden and S.B. Ives of 1858 and The Butlers and M.M. Whiting of 1859; Peter Neal and Wm. Moss of 1860; Jerome Winchell, Hardin Corum, D.A. Turner, Wm. Odell, Loban Stillwell, Joe Wilkens of 1860; Dave Divers of 1862; Dr. B.W. Mitchell, M.C. Nye, S.M. Baldwin and Harry Teeman 1864.

Mr. Allen started the first store in 1877 and he sold to E.L. Smith. Dr. W.L. Adams established the first drug and dry goods store there in 1880 and the first store building was erected by John Parker in 1881 and the Mt. Hood Hotel was built by T.J. Hasford in 1881. G.M. Chipman started a store there in 1881 and W.L. Adams had a store there in 1881. The first houses were built in the present city by E.L. Smith who bought Capt. H.C. Coe's property for \$250 and built a store on it.

The town had been platted in 1881 by H.C. and E.F. Coe on the Nathaniel Coe Donation Land Claim and the Coe Brothers gave lots to builders or would sell for \$50 each, with a whiskey prohibition clause written into every deed! The plat and deeds were recorded at the courthouse in The Dalles as Hood River was not taken from Wasco county until 1908. Following the platting of the town there was a modest growth and up to 1900 Hood River's population was only 600 but by 1905 it jumped to 1800 due to the rapid development of Hood River valley in the 1890's and up to 1910. The valley grows the finest apples, pears and strawberries in the world.

The town was incorporated in 1894. The first school was built in 1863 with B.A. Lilly teacher. It remained the little 2-room school house until 1882 when the larger school in town was built and enlarged in 1888. In 1897 the Park street school of 8 rooms was built. In 1891 Co. G. Oregon National Guard was organized at Hood River. --History Central Oregon.

Wasco

Wasco, the first county seat of Sherman county, 10 miles south of Biggs, was established as the post office of Spanish Hollow March 2, 1870 and was changed to Wasco, after Wasco county March 17, 1882 with Wm. M. Barnett as first postmaster. Spanish Hollow was so named because early day emigrants discovered 2 Spanish cows in the hollow leading down from Wasco to Biggs which the Old Oregon Trail followed.

MacKenzie & Somer had a machine shop there in 1882; Trozer & Holland were blacksmiths there in 1883 and the Methodist church was built there in 1883 the year the town was platted altho it was not incorporated until 1898. Sherman county points were served by a stage from Grants and from The Dalles. The Barnett drug store was established in 1865 and later sold to Josiah Marsh. It was estimated that 1000 settlers went to Sherman county with the building of the railroad between 1880 and 1884. In 1887 Levi Armsworthy built the Oskaloosa Hotel and Dr. S.E. Koontz was the first physician there about that same time altho Dr. O.D. Doane of The Dalles established the first school systems in Sherman county and at Wasco in 1872. The first 2-room school in Wasco was built in 1888 and made into a 4-room school in 1890. In 1889 the E.O. Webber store was started. --History Central Oregon.

More

Moro, 17 miles south of Grant, on the Columbia, was first settled by Henry Barnum in 1868 who built the first house there and built his store in 1879 on his homestead. Then the Fox store came in 1883 which became the Fox, Scott & McCoy store then sold to the Wasco Warehouse Co. and finally to the Moore Brothers, bankers. The original townsite was purchased from Mrs. Hunter who became Mrs. Fox, of the firm of Fox & Co., by Scott & Co. who platted the town in 1884 and filed the plat at the courthouse in The Dalles. In 1887 the property was acquired by the Moore Brothers and the town was incorporated in 1899. It later became the county seat.

L. Barnum, son of Henry Barnum said, "slips of paper were put in a hat and the first name drawn was Moro the name chosen for the town," but the Times-Mountaineer said, "Judge O.M. Scott named Moro for Moro, Illinois, where he lived, because they wanted a short name to help hasten Scott & McCoy's business transactions and mail." Moro is a Spanish word signifying Moorish or Moors. John Smith followed Mr. Barnum as postmaster in 1884 and others were W.H. Williams, Dora Williams and John Parry down to 1905. The railroad from Biggs was completed into Moro in 1897 their "boom year."

Grant

The old post office of Grant (Popular Grove) in Sherman county was established with the building of the railroad in 1883 and closed in 1908. Before the flood of 1894, which washed Grant off the map, it was the "Biggs of Sherman County" or chief railroad shipping point and served Columbus (Maryhill) Wash. The J.W. Fox store of 1881 and the John McDonald blacksmith shop were the two first business places. The railroad station was first named Vallard in honor of the builder of the O.R. & N railroad but it was changed to Grant, in honor of General Grant when he made his visit there in 1883.

Grant was platted by Wm. & Isabelle Murray and W. Lair Hill, attorney of The Dalles in 1883 as the town and post office of Grant, the platt being filed at the courthouse in The Dalles. Fire in 1883 destroyed the Cooper hotel, Wm. Grant warehouse, Fox & Co. store, the Murray Bros. wool warehouse, Lowengart & Sechel store, Cummings & Dixons store, Harvey & Clarks wool, Cochran & Dawing's wool and the Wm. Burnett store with a total loss of \$200,000!

By 1892 a flour mill and distillery industries were established. The great Columbia river flood of June 1894 washed the entire town down the Columbia river past Astoria to the ocean. Grant never recovered from that disasterous flood. Three years later the Columbia Southern railroad made Biggs the shipping terminus for Sherman county and Grant is but a memory to pioneers. Today the Popular Grove junction at old Grant has a restaurant, store, auto park and ferry connection to Maryhill and Yakima and points north. A cherry orchard there produces 40 ton on 4 acres! (some years). During WW2 the soldiers spanned the Columbia river there with pontoon bridges, as the Columbia at that point is very similar to the Rhine in Germany making excellent practice for "military engineers."

Blalock

The Blalock post office was established in 1881 the year the town was platted by the Blalock Wheat Growing Co., 9 miles west of Arlington and 45 miles east of The Dalles. The railroad station was the first building erected in town in 1881. The place was named for the Blalock farm of several thousand acres. In 1904 750,000 bushels of wheat were shipped from Blalock as well as cattle and it had a store, hotel, livery stable, blacksmith shop and impliment factory for farm machinery. Only the railroad station, service station and store mark the place today.--History Central Oregon.

Arlington

The History of Central Oregon says Arlington was established as Alkali in 1881 and postal records confirm the establishment of the Alkali post office Nov. 7, 1881. James W. Smith is given credit for selecting the location at the mouth of Sand Canyon which became the distributing point for Gilliam county and points 100 miles south and east. In 1880 Elijah Ray built the first house there. In 1881 T.L. Bradburg & E.B. Comfort started the store and post office with Mr. Comfort the first postmaster and he was succeeded in office by T.L. Bradbury, Joseph Keeney, F.T. Hulburt, Cal Arday, W.O. Zeigler, Chas W. Shurte, J.M. Johns, E.B. Trum and R.H. Robinson up to 1905. J.W. Smith platted Alkali in 1882 and he had been a merchant at Willows, 9 miles east, who "floated" his merchandise down on a willow raft to Arlington, but it got dark before he reached the town location and he "floated on by" to a point 4 miles below Arlington where he hung up on a rock and was rescued the next day. Henry Heppner of Heppner, Oregon erected the third store in Alkali. In 1882 Elijah Ray built the first hotel. By 1885 the population reached 400 and the people held a "mass meeting" and changed the place to Arlington which seemed like a more "dignified name."

The cyclone of May 25, 1891 splintered the D.S. Sprinkle store, levelled the skating rink and many other buildings. The fire of 1885 burned Landers saloon, Hendrick's Meat Shop and W.A. Rodney's store. The town was incorporated in 1887. The Methodist and Congregationalist churches were built there in 1883 and the Baptist church in 1899. The railroad was extended to Condon in 1905.

Condon

Condon was known as Summit Springs to stockmen. Wm. Potter homesteaded there in 1879 and the post office was established by Dave B. Trumble July 10, 1884, who operated a store there. He had Harry Condon, an Arlington lawyer to draw up the papers for the application for a post office and Trumble penned in the name of Condon "because he didn't charge anything for the paper work," which name was accepted by postal officials in Washington, D.C. Many people have presumed that the place was named in honor of Dr. Thomas Condon, internationally famous geologist of The Dalles and Eugene. In 1885 Wm. Potter platted the town and T.H. McBride and John Miller had 2 of the first stores there in 1885 while Tom Streetland opened the first saloon and Mr. Vining built the first hotel. Tom Hall was the village blacksmith in 1886 and L.W. Darling, who was 2nd postmaster, started the first drug store there in 1887. The J.H. Downing store was started in 1888. Fire of 1891 did \$10,000 damage. The first mail service from Antelope went via Fossil, Condon to Heppner. In 1884 the Arlington to Condon run was established and extended to Heppner in 1892. Co. H. Oregon National Guard had a company there in 1892. Condon was incorporated in 1893 with 400 population. The courthouse was built in 1893 and the flour mill constructed in 1904.--History Central Oregon.

Fossil

Located 60 miles south of Arlington was named for the John Day river fossil beds, altho the History of Central Oregon said, "some thought it was named after the old fossils that lived there;" but it is one of the most interesting regions in the world. The post office was established in 1876 by T.B. Hoover who was first postmaster with the office in his store at the junction of Butte and Cottonwood creeks. George Thompson platted the town in 1882. He was a Fossil merchant. A.B. Lamb had a drug store ther^e in 1884. By 1885 200 people lived at Fossil. The Fossil Journal was established in 1886. W.W. Steiwier's store was started that year and Barney Gaffney saddle shop, Lyman Morgan's livery stable, the J.H. Boven meat market, the Duncan Blacksmith shop, N.C. Enberg, jeweler, H.H. Hendricks, attorney and H.S. Godclard, physician. The town was incorporated in 1891.--History Central Oregon.

Mitchell

Located on Bridge creek in Wheeler county Mitchell became a post office on The Dalles to Canyon City Stage Line April 10, 1873 on what was then the Sargent homestead of 1867. Roads forked at Mitchell and it had plenty of water and was a good stock country so became a natural trading post and stopping point. Wm. Chranston is credited with being the first settler and R.E. Edmondson opened his store and post office in 1873. By 1881 it had 2 stores, a blacksmith shop and hotel. The Richards store burned in 1884 with a \$10,000 loss. Other important fires occurred in 1896 and 1899. The Campbell & Magee store was opened in 1882. A flash flood did some damage July 11, 1904 when it took 28 buildings and 2 lives! The town was platted in 1885 and incorporated in 1893 the year it had 93 people and made its greatest growth when the stores of Oakes & Wilson and W.H. Sassers was started and when Max Putz started his flour mill, the J.T. Chamberlain blacksmith shop was opened, the Central Hotel was opened, Al Campbell built a blacksmith shop, Dr. Hunlock started a drug store and S.A. Chipman started a shoe shop.

In the early days Mitchell was the center of much lawlessness because it was unincorporated, isolated and the center of a stock country where "stockmen didn't ask questions." Many crimes were committed there and Mitchell has long been known as "the toughest town in Oregon", as it has been burned out, washed out 3 times, beset with bandits, desperadoes, it had to fight for its existence. Many a thrilling western novel could be written about the episodes in Mitchell's history.

DeMoss

The little post office and town of DeMoss was started August 15, 1887 when its post office and store was opened by the DeMoss family who bought the property, 840 acres, from Pierre Gordon and other early settlers in 1883. The town was platted by Dickman in 1884 and there was a prohibition clause inserted in the deed to every parcel of land. J.T. Cocking opened the first store in 1884 and he is credited with being the first postmaster. George Mielke was the first blacksmith. T. Brown was a wagonmaker at DeMoss; C.W. Dickman operated the hotel and livery stable. T. Calvert ran a butcher shop and H.H. Hahn was a photographer there. The DeMoss family were listed as music teachers. Rev. C.B. Davis preached at the United Brethren church. It was interesting to note that all the east-west streets of DeMoss were named for noted musicians and all the north-south streets were named for poets. The post office of DeMoss was closed July 14, 1923. History Central Oregon, with modern postal notes.

Grass Valley

Our neighboring town of Grass Valley, 39 miles south of Biggs in Sherman county, was established in Old Wasco county when Dr. C.R. Rollins of San Francisco filed on his homestead May 3, 1878 with other early homesteaders of that year being John Dow, Frank Richie and Mr. Locke and they only had 42 white neighbors in all of Sherman county then. Dr. Rollins built the first store and hotel and post office in 1882 and he was the only physician in that part of the country and made calls to Shaniko and Antelope as well. Grass Valley was named for the tall rhye grass that grew there. W.C. Moore came there in 1881 and J.C. Dow built a house there 1878 followed by F.E. Clark, James Harvey, G.W. Bates and Chas Taylor. The C.A. Williams store was started in 1885 and in 1888 sold to Hamilton & Adams who in turn sold to Scott & Co. and they to the Citizens Commercial Co. Charlie Taylor was credited with being the first postmaster when the post office was opened March 21, 1882 and he was followed in office by E. Olds, E. Hamilton, George Hamilton, Alexander Scott, James Marquiss, Minnie Smith and H.W. Wilcox down to 1905. C.W. Moore & Dr. Rollins were partners in the 1888 store. A. Coon became a blacksmith there in 1889 the year the town was platted by John Fulton. C.W. Moore acquired most of the platted lots which he gave to builders of homes or businesses. The town was incorporated in 1900. The railroad was extended into Grass Valley and Shaniko by the Columbia Southern Co. in 1901.

Madras

The post office of Madras was opened December 18, 1902 in the center of 150,000 acres of tillable land and had 2 stores by 1904, a blacksmith shop, hardware store, meat market, a doctor, a good school, a harness shop, barber shop, 2 hotels and a livery stable and feed barn and drug store. The place was originally known as The Basin. John Palmehr platted the town. Joshua Hahn is credited with suggesting the name Madras from the name of a bolt of cloth he had for sales in his store in 1902 which name was accepted by the post office department. The Madras Pioneer weekly newspaper was established in 1904. Howard Turner is the historian of Madras.

Warm Springs

The post office of Warm Springs in Jefferson county was established in Wasco county Feb. 7, 1873 and named for the Warm Springs river. By 1884 it had a hotel, blacksmith shop, general merchandise store, stage service from Wapinitia, a physician and schools.

Sisters

The little town of Sisters, in Deschutes county was established as Camp Polk in Wasco county Mar. 18, 1875 and changed to Sisters July 26, 1888 with John Smith as first postmaster at Sisters. It was platted by Alex and Robert Smith in 1901 and named for the 3 snow capped Sisters mountain peaks and was served by stage from Prineville and is on the road to Salem and Eugene. By 1904 it had 2 stores, a hotel, blacksmith shop, livery, school and lumber mill and saloon.

Bend

Yes Bend has a history but it is very short. It was platted in 1904 by the Pilot Butte Development Co. with A.M. Drake, president. It claimed to be the "center" of many irrigation projects, had a good lumber mill and lots of timber and a good country to log in by railroad. It made its big growth in 1904 when it incorporated and 80 buildings erected including the Methodist, Baptist and Presbyterian churches. It was named for Farewell Bend on the Deschutes where travelers "had their last view of the river" and was a good place to camp for pioneers. The Bend post office was first known as Deschutes post office Oct. 18, 1886 with John Sisemore as postmaster and he suggested the name Farewell Bend. W.H. Staats tried to change it to Pilot Butte but the name Bend was adopted March 7, 1904.

FARM DATA

The following summary of farm data at the close of the year of 1951 was acquired from the offices of E. M. Nelson, Wasco county agricultural agent and Harry Green, Wasco county assessor.

Farm income of farmers of Wasco county for 1951 was \$9,306,500 taken in on 880 farms, ranches and orchards. Horticulture crops brought in 17% or \$1,631,000; grains brought in 42% or \$3,978,000; live-stock income was 29% or \$2,712,000; hay was \$345,000; timber \$75,000; vegetables \$58,500; dairing and poultry \$531,000.

Grass was seeded to 576 acres and it was estimated that 70,000 acres more could be planted to grass if water were available. Much of the 576 acres in grass was sown in connection with soil conservation practices. Other soil conservation practices were stubble utilization, contour farming, seeding gullies to grass, sub-soiling, terracing, ditching, planting wheat deeper, trashy summer follow and dam building. Cecil Byers was the No. 1 soil conservation man for 1950. Leo Hammel held that honor in 1951. Robert DePriest was the 1952 man and Paul Kortge was given that honor in 1953. The soil conservation man of the year must make most of his living raising wheat and the orchard, stock or garden man is not admitted to competition for awards.

There were 75,000 acres of wheat and grains. Elgin and an improved Allice were the No. 1 varieties grown. Allice Federation was the next most popular grown. Elmar, a more smut resistant variety was in No. 3 place but will advance to first place as soon as seed is available. Rex held a poor 4th and there was a little Turkey Red grown.

The County Assessor's office reported 173,580 acres of tillable land in Wasco county for 1952 and 747,507 acres of non-taxable land (public lands); 16,000 acres of timber which were taxable for a total of 921,087 acres. These figures broken down further showed government land 529,281 acres; state lands 2377; county owned lands 396; city and town owned lands 4945; schools owned 4930; irrigation districts 80.9; Port of The Dalles 33; charitable organizations 247; churches 3.75 and cemeteries 57.80.

Report of the assessor's office showed 16,150 head of cattle; 801 horses and mules; 17,989 sheep and goats; 1879 head of swine; 9340 for poultry. The County Agent's records show Hereford beef cattle to compose 85% of the beef stock with the Black Angus and Beef Shorthorn making up most of the rest. There were 2459 head of cattle tested for bangs disease with 60 reactors. Bangs disease is transmittable to human beings by BOTH milk and meat! There is no compulsory bangs disease law compelling cattle owners to clean up their herds. Had all the 16,000 head been tested there probably would have been 800 reactors! Wasco county cattlemen are no worse than those of the other 35 counties and those in other states who raise and sell diseased meat, knowingly and unknowingly. There were no T.B. reactors from the 1988 head tested. In swine the trichinosis microscopic worm is prevalent and transmittable to human beings unless the meat is well cooked.

In horticulture cherries led the field with the tonnage running between 4500 and 10,000, according to Allen Phillips, secretary for the Wasco County Fruit and Produce League, and his records show about 60% of this tonnage to be Royal Annes; 20% bings and 20% for all other varieties such as Black Republican, Waterhouse, Lambert, pie cherries etc. The arsenic of lead spray and dusting programs to control fruit fly, mineola moth, leaf rollers, shot hole borers and other diseases, is a poison transmittable to human beings. The spray program for controlling weeds in wheat is not known to be poisonous to human beings. Apolcots is our 2nd fruit crop of importance and they are being sprayed with arsenic of lead the same as apple crops and many other fruit crops in other sections of the country.

Alfalfa leads the hay crops with wheat, oats and barley next in importance. Gophers and cut worms are the main enemies of alfalfa.

Cecil Jordan and Larry Bevan are the county-state-government trappers and they reported catching 63 coyotes, 23 bob cats, on which there is a \$2.50 bounty each; 108 porcupines; 14 badgers; 9 raccoons and 2 skunks. The new meat poison they use is a sure eradicator for coyotes. All the coyote has to do is "bite into a chunk of the meat with the poison on it" and they die running, - they don't even have to eat the poison! Two pieces of that meat-poison, strategically located in an area the size of the city of The Dalles would poison all the dogs in town with a loss of practically none of the meat! A coyote is just a dog. It is plain to be seen that the figures mentioned above don't tell all the story for these trappers.

There are 525 children in the county engaged in 700 4-H projects, under the direction of Scott Clevenger. There are 475 ladies active in Home Economics projects, according to Francis Harvey, HEC agent who is leaving for Pendleton. The County Agent's office was established in 1916 with A.R. Chase of Ephrata, Wn. as first agent, followed by C.W. Daigh in 1921, then W. Wray Lawrence and E.M. Nelson since 1948. Office secretaries are Thelma Crabb and Elsie Libby.

The Wasco County Fair (mentioned elsewhere) gives the children engaged in 4-H projects a chance to exhibit their efforts and receive prizes or merits of awards for them on Labor Day at Tygh. The FFA Fat Stock show, in June at The Dalles, sponsored by the Eastern Oregon Wheat Growers League, gives boys and girls who feed their stock wheat, a chance to show them and sell them at good prices.

The 1952 wheat crop was estimated at 2,000,000 bushels which was above the 1½ million bushel average. The price of cattle commenced to fall in the summer of 1952, being about half their 1951 value. Congress is being asked to peg the price of meat the same as wheat and other crops.

The price fell out of the cherry market in 1952 making that agricultural crop of questionable value when the factor of diseases also confronts the orchardist. A study of some of these problems is being made by the Wasco County Fruit and Produce League who expect to have some very definite recommendations to make before the sheriff sells our cherry orchards for taxes, or they are ruined completely by diseases that baffle scientists and growers alike.

A Military History of The Dalles by Dr. Thomas E. Griffith

Notes on Ft. Dalles from B.J. Manning's "Conquest of the Coeur d'Alene, Spokane and Palouse Indians." "Oregon Historical Quarterly", "A.J. Splaun's Ka-mi-akin" and Hist's Central Oregon.

In 1848 a military depot and base of supplies was established at The Dalles at the Methodist Mission, the buildings of which was converted into barracks and was first used for this purpose immediately following the Whitman massacre of 1847. The military headquarters for Oregon was then at Oregon City. The Methodist Mission was called Wascopum by the Indians. It was later named Ft. Lee in honor of the commander of the troops, Capt. H.A.G. Lee, and was the beginning of Ft. Dalles.

The Oregon territorial legislature in 1848 authorized the governor to raise, arm and equip a company of riflemen, not to exceed 50 men, with captain and subaltern officers to be dispatched to occupy the Methodist Mission at The Dalles and to hold the same until reinforcements could arrive. There were 41 volunteers in Capt. H.A.G. Lee's company. He arrived with 10 men Dec. 21, 1848 at Wascopum. To this number was added, in Jan. 1849, men mobilized under Col. Cornelius Gilliam, making a total of 250 men at The Dalles post. In April 1849 Capt. H.F.G. Maxon commanded the men at The Dalles and in August of that year Lt. A.T. Rogers.

In 1849 the Mounted Rifle Regiment recruited in Mo. for service in Ore. set out from Ft. Levensworth. The party was in command of Col. W.W. Loring and consisted of 600 men, 31 non-commissioned officers and a large number of guides, teamsters, interpreters, helpers, and a few women and children. They had 161 wagons, 1200 mules and 700 horses for which they carried subsistence. A small remnant of this force arrived at The Dalles enroute to Oregon City, reduced almost to starvation, the men barefoot and the horses too weak to carry them. The relief party sent out to meet the regiment had failed to make contact. After several days for recuperation and regiment pressed on, one party by land and one by water. The "fleet" consisted of makinaw boats, canoes, a yawl, a raft and in trying to shoot the rapids at the Cascades, on a raft, 6 men were drowned. The overland party suffered bitter experiences from forest fires, steep hills, worn out stock and the inexperience of teamsters who were untrained and volunteered only to get to the gold fields.

That same year (1849) the steamer Massachusetts brought to Oregon 2 companies of artillery under Maj. J.S. Hathaway, who left 1 company at Astoria under command of Col. B.H. Hill and proceeded to Vancouver with the other. The force was in all 161 men and officers. Prior to 1849 there was no military history of Oregon except the volunteers of the Cayuse Indian War of 1847-48, following the Whitman massacre.

On May 13, 1850 Col. W.W. Loring sent Major S.S. Tucker from Ft. Vancouver with 2 companies of the rifle regiment to establish a supply post at The Dalles. The officers detailed were: Capt. Clairborn and Lts. Lindsay, May, Ervine and surgeon C.H. Smith. They located the present site of the military garrison of Ft. Dalles, on the upper bench of the bluff, pitching their tents on a sand bed under some pine trees. The center of the reservation was a tree, which they blazed with the letters U.S. and the extension of the reservation was 10 square miles, 5 each way from the tree (at Col. Wright school). This tract (reservation) was later cut down to 5 square miles in 1853. The (log) garrison buildings were erected in 1850 with 100 civilian emigrants employed to build a mill, quarters for the men, stables for the horses and a cottage for the commanding officers. The barracks were long low buildings with 6 or 8 rooms used as officers quarters; a commissary and guard house, which was like an out-door cellar the upper part of logs. The soldiers were in tents until the mill was built.

The rifle regiment was ordered to California in March 1851 and relieved at the garrison by 2 companies of the First artillery under Lt. Woods. All building ceased as there was ample housing for the 16 privates and 2 non-commissioned officers and 1 lieutenant left. Ft. Dalles was in command of Major S.S. Tucker in 1850. In the fall of 1852 2 companies K & I of the famous 4th U.S. Infantry arrived under Capt. Benjamin Alvord who was later relieved by Major Gabriel J. Rains and Capt. Maurice Malony and they were relieved by Major Granville O. Haller and Quartermaster Forsythe. With Major Haller came 3 companies of the 3rd artillery and 4th infantry.

Col. George Wright commanded Fort Dalles in 1857 and 1858. He was succeeded by Lt. Col. Silas Casey and in 1859 Capt. H.M. Black was in command. During the years of 1855, 56 and 57 all government road enterprises were in the hands of the U.S. Engineer Corps. Lt. John Withers, Lt. George H. Dandy and Lt. George H. Mendall were in charge. One of the roads located was from Ft. Vancouver (to Shell Rock Mt. thence across the river by ferry and up past Hood River and Mosier to) Ft. Dalles. Major Rains made 2 surveys of the Ft. Dalles reservation the second of which excluded land on the north side (Dalles City) where settlers could establish a town and trading post.

The (log) buildings erected in 1850 remained unchanged until 1856 when Capt. Jordan arrived and assumed command of the post and built a number of fine houses, laid out elaborate grounds at Ft. Dalles spending much money. Labor was \$10 a day and lumber was high priced. Workers were lured away by gold discoveries in California and at Ft. Colville. Hay cost \$77 a ton delivered in The Dalles from San Francisco for government mules. Fort Dalles was made a beauty spot with its handsome buildings, well kept lawns and gardens - an oasis for the eyes wearied by the glare of the desert to the east. The commander's quarters were the pride and joy of the post and is said to have cost \$100,000. It was destroyed by fire (1868). It stood on the hill facing the parade grounds and commanded a wide view of the Columbia river on the north at Crates Point to The Dalles Rapids in the east on the Columbia, called the Oregon river in the reports of 1850. The only Old Fort Dalles building remaining today is the post surgeon's quarters erected in 1858 and now owned by the Oregon Historical Society. Louis Scholl, Fort Dalles architect presented the fort plans to the Historical Society in 1905. Old Fort Dalles was abandoned in 1866.

Some of the Officers of Old Fort Dalles

Many of the officers stationed at old Fort Dalles or as guests there, became famous generals in the Civil War, others became historians and writers. In May 1855 Col. Lawrence Kipp, a guest at old Fort Dalles while enroute to Walla Walla for an Indian council with Gov. Isaac Stevens, criticized Fort Dalles "for lack of a stockade, lack of compactness and expressed the belief that it could have been easily surprised and taken by hostile Indians." The old Fort was a protection for emigrants as the Indians respected the presence of the soldiers there to protect emigrants.

Col. Edward Jvnr Steptoe of Va. graduate of West Point(1837) was in command of a company at Vera Cruz in the Mexican War and was in the Florida Indian campaign; was appointed Governor of Utah to succeed Brigham Young; was at Ft. Vancouver(1856) and with 200 men was sent in April up the Columbia by boat where at the Cascades he was attacked by Indians, the troops landing under brisk fire and after a sharp fight drove the Indians from their position, taking a large number of supplies and capturing many animals. The gallant conduct of Lt. Philip H. Sheridan of the 4th U.S. Infantry was a matter of special report. The summer of 1858 they spent in the vicinity of Yakima and constructed Ft. Walla Walla, under command of Col. George Wright of old Ft. Dalles and remained at Walla Walla until the return of the Wright expedition. He retired on account of ill health in 1859 and died at Lynchburg, Va. in 1865.

Capt. Oliver H. Perry Taylor son of Commodore Wm. V. Taylor U.S.N. was born(1825) and graduated from West Point(1846) and saw service as a Lt. in the Mexican War of 1846 and for gallantry was advanced to First Lieutenant and then to Captain; later engaged in skirmishes with Indians in the Red river country and was assigned to Ft. Lane and Ft. Yamhill(1857) and then ordered to join Col. Steptoe at Ft. Walla Walla. He was killed in the battle of Tohotanimme near Spokane on May 17, 1858.

Lt. Wm. Gaston Born(1834) graduated from West Point(1856) and was assigned to Indian duty and was likewise killed at the battle of Tohotanimme near Spokane with Col. Taylor May 17, 1858.

Capt. John Mullen. Lt. John Mullen spent 4 years searching out a road for a railroad, under the direction of Gov. Isaac Stevens of Washington, from Minnesota to the Pacific coast. In 1858 he laid out a military and emigrant road from Ft. Walla Walla to Ft. Benton on the Missouri river in Montana. Mullen was a man of daring, great activity, courage and endurance. During his survey he crossed the continental divide 6 times in 1 winter (on snowshoes)! He examined 9 passes over the Bitter Root mountains! The Northern Pacific Railroad follows the Mullen Pass and the Great Northern Railroad follows the Marias pass that he discovered. The Chicago, Milwaukee & St. Paul Railroad follows another one of the passes he made a report on as do our trans-continental highways. Lt. Mullen came to Fort Dalles to recruit his forces for the expedition of 1858 engaging roadmakers and surveyors to go with him to Ft. Walla Walla where an escort of 65 men was given him but abandoned that expedition when he learned of the defeat of Col. Steptoe on Spokane Plains and while waiting orders built a bridge over 5 Mile and 15 Mile where the Old Oregon Trail crossed those streams, and improved the Old Oregon Trail road from The Dalles to the Deschutes river. He served in the Walla Walla campaign of the Yakima Indian War of 1856 and following that war built the military road from Walla Walla to Ft. Benton and made the surveys mentioned above between 1858 and 1862, under the most difficult of conditions. (Indeed Capt. John Mullen was one of the most outstanding men that ever lived in the west.)

Major Robert Seldon Garnett built Ft. Simcoe by command of Col. George Wright of Ft. Dalles and with companies G and F of the 9th U.S. Infantry he built the barracks in the summer of 1856 and was abandoned in 1869 after the Yakima Indian war, in which 1000 men participated under Major Garnett and Col. George Wright.

Capt. Frederick Dent Co. B. 9 Infantry built a road from Ft. Simcoe to Ft. Dalles in 1856 and served in the Yakima Indian War of 1856 under Col. George Wright of Ft. Dalles.

Lt. George B. McClennan surveyed a road across Natchez Pass in 1853 and explored other passes in the Cascades. The work was abandoned as impossible with the limited equipment available.

General Henry C. Hodges as Lt. Hodges with Capt. Wallen's Co. of 4th U.S. Infantry and with Capt. McClellan's survey party as Quartermaster and Commissary.

General O.O. Howard was unsuccessful in capturing Chief Joseph in 1877 and had to telegraph to General Miles in Montana to make the capture 600 miles from Wallawa county where they started.

President Grant as a Lt. was stationed at Ft. Vancouver but never at The Dalles.

Lt. George Crook, after whom Crook county was named was a great Indian fighter and as General Crook subdued the Snakes and Eastern Oregon Indians in 1888-89 in cold winter fighting.

Col. Benjamin F. Shaw crossed Natchez Pass in 1856.

Lt. John C. Fremont accompanied Dr. Marcus Whitman and first emigrants to The Dalles in 1843.

Lt. W.A. Slaughter killed in the White River massacre.

Major Lugenbeel made army topographical surveys here in 1863, and established Ft. Boise 1863.

Lt. Cuvier, Col. Grover, Lander, Doty and Tinkham our first military road builders of Ft. Dalles.

Col. B.E.L. Bonneville after whom Bonneville Dam was named was born in France(1795) was a graduate of West Point(1815); in 1832 and 1837 made expeditions to Oregon "blazing" the Old Oregon Trail and saw service in the Mexican War of 1846 following which he came west as the General in charge of the 4th U.S. Infantry to Ft. Vancouver and it was his intimate and personal knowledge of the Pacific Northwest and the strategic importance of The Dalles caused him to order the first construction of the log barracks of Old Fort Dalles in 1850 to take the place of the inadequate Methodist Mission quarters used by the troops of the Cayuse Indian War of 1848. He knew The Dalles was the end of the Old Oregon Trail road and the head of river navigation where emigrants would need protection and military support. General Grant of Civil War fame was his quartermaster at Ft. Vancouver. He knew the friendly from the hostile Indians. He was classified as an 1812 War Veteran as well as Mexican and Indian War veteran. He had to retire on disability in 1861 and was in reality a Civil War Veteran. Few historians have recognized him as "father of Old Fort Dalles."

National Archives on Fort Dalles

The records of the War Department in the National Archives show that this post (Ft. Dalles) was established as Camp Drum on May 21, 1850 by Companies H & K, Mounted Rifles. It was also referred to as "Fort Drum" and "Dalles of the Columbia". The name was changed to Fort Dalles in July 1853. The records do not show that the post was ever named Fort Lee. The post was garrisoned until the withdrawal of the troops in August 1866. It was re-occupied in December 1866 and finally abandoned July 15, 1867.

The following information concerning changes in organizations stationed at the post to 1857 has been compiled from the monthly post returns. The post was garrisoned by Companies H & K of the Mounted Rifles, commanded by Lt. A.J. Lindsay, until April 1, 1851, then these companies were transferred to Columbia Barracks (Vancouver). We have found no record of the transfer of units of the Mounted Rifles from the post to Oregon City. Until Sept. 1852 the garrison consisted of Company L 1st Artillery, or Companies L & M, 1st Artillery, commanded by Lt. J.J. Woods. In Sept. 1852 Co. K 4th Infantry and M 1st Artillery, were stationed at the post, which was commanded by Major Benjamin Alvord. Co. M. 1 Art. left the post in Oct. 1852 and Co. K 4th Infantry was the only company stationed there until May 1853 when Companies G & H 4th Infantry joined temporarily.

In July 1853 the garrison consisted of Companies K & I 4th Infantry and Major G.J. Rains succeeded Major Alvord in command. Companies B & L 3rd Artillery were added in September 1854. In December 1854 Companies G, H, I & K 4th Infantry were stationed at the post. In May 1855 Companies G & H were transferred from the post and Major Granville O. Haller succeeded Major Rains in command. From June to Aug. 1855 the garrison consisted of Companies G, I & K 4th Infantry and Captain C.O. Augur was commanding the post. In Sept. 1855 it consisted of Co. L 3rd Artillery and Companies I & K 4th Infantry with Major Haller in command. In November 1855 Companies C & E 1st Dragoons, B & L 3rd Artillery and G, H, I & K 4th Infantry were stationed at the post. In December 1855 the garrison consisted of Companies E, 1st Dragoons, L, 3rd Artillery and I & K 4th Infantry.

In March 1856 Co. G. 9th Infantry was added. In May 1856 the garrison was composed of Companies E 1st Dragoons, I & K 4th Infantry, C, F, G & I 9th Infantry; and in June of Companies E 1st Dragoons, I & K 4th Infantry, C, E, & G 9th Infantry, Major Pickney Lugenbeel, 9th Infantry commanded in July 1856 when the garrison consisted of Co. E 1st Dragoons, Co. I & K 4th Infantry, Companies A, C, F & G 9th Infantry. In August 1856 Co. E. 1st Dragoons, Co. A 9th Infantry were stationed at the post. In Sept. 1856 Companies A & B 9th Infantry composed the garrison. Companies D 3rd Artillery and E 9th Infantry were added in Oct. 1856 and Major Francis O. Wyse was in command. Major Lugenbeel was again commanding in Nov. 1856 when Companies D 3rd Artillery and A, B & E 9th Infantry were stationed at the post and the latter 3 companies were stationed at the post in December 1856. (Note: 1856-1857 were the years of the Yakima Indian War.)

Colonel George Wright assumed command in January 1857. In addition to him Assistant Surgeon Joseph B. Brown, Major Lugenbeel, Capt. Fredrick T. Dent, Lieutenants Lyman Bissell and Edwin Harvie, Captain Thomas Jordan, Assistant Quartermaster and Lt. James VanVoast, Regimental Quartermaster and Assistant Commissary of Subsistence were stationed at the post during the month. In June 1857 the garrison consisted of Companies A, B & K 9th Infantry and one or more companies of the 9th Infantry and occasionally the 4th continued to be stationed at the post until October 1861.

In order to examine the records for personnel stationed at Fort Dalles it is necessary that a specific date be furnished. It is a function of the Adjutant General's Office, Department of the Army, Washington, D.C. to furnish statements of military service and it is therefore suggested that you apply to that office for information concerning Major Tucker. Signed, E.C. Campbell, Director War Records Div.

Oregon Militia Record by Dr. Thomas E. Griffith

In 1884 the first unit of the Oregon Militia, forerunner of the Oregon National Guard, was formed at The Dalles with a company strength of 50 to 60 men. The first commander was Capt. Morgan, Co. G. 2nd Regiment, Oregon Militia. Patterson was appointed captain in the Qm. Corps and later became Lt.-Col. and Qm. of the 2nd Regiment. Ed Sharp, retired farmer and Wasco county surveyor of The Dalles, attended the California Military Academy attaining the rank of Captain of Cadets. At 19 he left California and came to The Dalles joining Co. C under Capt. Morgan becoming sergeant and later Captain of the company for a brief period. The old armory was on the SE corner at 2^d & Court, upstairs. After 2 years Sharp left the company, sold his uniform to Charles Cooper, father of Rod Cooper, who became Captain of the company for a brief period, resigned and Levi Christman was elected Captain of Co. C.

Co. A was commanded by A(Ad) Keller. Other local officers were Dr. Hugh Logan, captain; Col. J.M. Patterson Reg. Qm. A guard band was formed in 1886 and disbanded in 1891 when they lost their equipment in the fire. Jimmy Benton was master of the 20 members. Levi Christman resigned in 1896 and Gus Bartell was elected captain of Co. C which volunteered during the Spanish-American war, was ordered to Portland without their officers. On Jan. 7, 1899 Col. J.M. Patterson mustered in Co. D Oregon National Guard, a separate battalion in command of Major May with Dr. Hollister examining physician and was mustered out of service Feb. 21, 1910.

Robert L. Murray, dean of athletic coaches of The Dalles, enlisted in Co. D when it was mustered in and remained with them until 1907 as corporal and sergeant several years. No further guard organizations existed in The Dalles until 1921 when Co. H, a machine gun unit of the 186th Infantry was formed. Dick Weber was Captain. They were mustered into the Federal service September 16, 1940.

Co. B. 162 Engineers, Oregon National Guard was organized in August 1948 with Edward Seufert Captain. A state armory was built in 1951, added to in 1952 and will be dedicated on Armed Forces Day May 17, 1953 as headquarters for Co. B.

OUR INDIANS

No history of Wasco county would be complete without at least a brief account of our Indians, how and when they came here, from where, their religion, mythology and friendship.

Practically every history book in American schools will say, "Columbus discovered America in 1492" and then they go on to say, "when Columbus landed he was met by the Indians!" It is obvious that if Columbus was greeted by the Indians he did NOT discover America, it was the Indians or their educated predecessors the moundbuilders who made the first discovery. How? When?

The only place we have found the answer of how and when is in the bible Oahspe, the latest of the world's 80 different bibles. In Oahspe the higher-raised spirit-angels of men and women who lived on this earth 50,000 or more years ago tell us that all the races we know on earth today came from the sunken continent of Pan which used to exist out in the Pacific ocean and was attached to China and Japan. The people of the sunken continent of Pan, some 25,000 years ago lost contact with their Creator, because of extreme blind selfishness, much the same as exists in the world today. It was impossible to teach them brotherly love and the Golden Rule so the higher-raised angel-spirits by the countless billions concentrated in unity and submerged Pan. There was a mere sprinkling of good people who did still believe in the Supreme Heavenly Father and could receive inspiration and that mere sprinkling of folks were loaded into (inspired to build) 126 arks, one of which is mentioned in the Christian bible which landed near the Holy land of Palestine; the other 125 arks went to other parts of the world and 2 were blown to the Americas. All the peoples of all the 126 arks being from the same place and race of people, there is therefore absolutely no difference in the parent foundation of the racial stock of all peoples,--they are all brothers and sisters regardless of their tongues or color of their skins!

EWAHTAH or Hiawathia

About 6000 years ago when Abraham was giving the people the law of God near Palestine and Po was doing the same in China and Brahma the same in India Ewahtah was the great Spiritual prophet for the Indians of America, according to the bible Oahspe and the following are the LAWS OF LIFE he gave to the Indians:

1. There is but one great person, the Creator and Ruler of all Heaven and earth.
2. Him shall thou have and no other god, lord, idol or man to worship.
3. Him shall thou love above all things in Heaven and earth.
4. Thou shall teach Him to thy children and they to their children, forever.
5. Thou shall swear against all other gods, lords, idols and serve them not.
6. Thou shall deal justly and kindly to all men, women and children.
7. Teach this to thy children and they to their children after them.
8. Be a father and a mother to the sick, helpless, stranger, orphan and widow; take them into thy house and feed them; give them skins and cloth to wear and if they be lost show them the way.
9. Thou shall not tell lies against any man, woman or child; nor break thy word of promise even tho death come upon thee to induce thee otherwise.
10. Thou shall not take possession of that which is anothers; nor suffer thy children to do so, nor their children after them.
11. Thou shall respect the times of women, she is thy queen.
12. Thou shall labor 6 days a week, on the 7th thou shall go to the altar of thy Creator and dance and sing before Me; sit in silence to hear my words which I speak into the souls of men, women & children.
13. Thou shall restore the rites of Choe-pan and Annubia (Panic ceremonies) but thou shall not flatten the head.

For many years Ewahtah (Hiawatha) travelled all over Guatama (America) teaching, gathering together, swearing the people to be firm to the Great Spirit and made them swear solemn oaths that never more would they listen to any god, save the Creator!

He gathered the frightened tribes into villiages and taught them writing and engraving; taught them the secret name of the Great Spirit, Egoquim (Jehoviah) and explained to them the moon and how to keep the 7th day for worship.

The Creator saw the great work of Ewahtah, saw the people gather together in tens of thousands of places. Then spake the Creator to Ewahtah, saying, "Forty mighty nations shalt thou found, Oh My Son, and every nation shall be an independent nation; but all nations shall be united into a brotherhood of nations, as ONE mighty people, and that one shall be called OPAHEGO-QUIM signifying one. Build thou a model for them, O Ewahtah, for though when they (white people) come they shall overthrow thy people in the earth; the angels of thy holy ones shall come and purge them (whites) of their savior and make them clean in My sight!

Then Ewahtah made the nations; united them into one mighty people and called them the nations of Opah-e-go-quim. They planted the country over with corn fields and dwelt in peace.

"Go forth my son, build wide my foundations; in this land I shall found My Earthly Kingdom."

The God Gitchee sent his angels to teach man (Indians) the mystery of canal making; how to compound clay with lime and sand, to hold water, to teach man to find the level and force of water; how to make pots and kettles; how to find copper, silver, gold and lead for the floors of oracle chambers, clean and white shining, suitable for angels; how to soften copper like dough; how to harden it like flint rock for axes and mattocks for building canals; how to melt ore to make lead into sheets; how to till the soil, grow wheat and corn, grind it and make bread.

They knew how to hunt, make pyramids, houses, clothing, work animals, read and write.

Indian Mythology

During the intervening 6000 years since Ewatah(Hiawatha) gave the Indians their religious code despite all efforts of the white man he has retained belief in the Great Spirit. In his wanderings and nomadic life, without written records, it is natural that much of the original teachings have been forgotten, but no greater percentage has he forgotten than that of his white brother who has written records but heeds them not.

Sixty six years ago back in 1887 Dr. G. B. Kuykendall, M.D. made a study of Indian mythology and religion and published his findings in the Western Magazine on file at the Oregon State Library and a review is worth study:

The Doctrine of the Guardian Angel

The Indians believed in the doctrine of the Guardian Angel, or the presence of a high-raised angel spirit of a man or woman who once(at least 1000 years ago)lived on earth and after death continued to gain and rise in education until they reached a point where they could be entrusted to guide and inspire another human being in earthly life, from babyhood to the transition we call death. This guardian angel-spirit is very sacred to the Indian, as much so and perhaps more so than the Christian God and Christian Christ is to the Christian, or Mohamet is to the Mohamedian. If that Guardian-spirit ever leaves the Indian he is hopelessly lost and soon dies or goes insane. Children are sent out alone at an early age with instructions to "be quiet and listen for the instructions of the Guardian Angel voice within them; soon learn to hear and heed it and make contact with it when inspiration or guidance is needed."

Dr. Kuykendall continued; "We have the doctrine of Guardian Angels among our own white people. How beautiful it is to think of having a Guardian Angel watching over us from infancy to death! Could we but trace the story back to its origin how much less absurd would it seem." The bible Oahspe confirms the fact that every human being has a Guardian Angel with him at all times from infancy to death and higher angels guarding over the lower spirits when they first reach the lower heavens; and without such a heavenly helper each of us would be hopelessly lost, we wouldn't have sense enough to come in out of the rain, so to speak. The vain man without Heavenly contact will naturally deny this and that is his right and privilege for he has never experienced any contact with his Heavenly helper. Men doing great work often have hundreds of these guardians over him at one time inspiring his every thought and word!

Dr. Kuykendall continued, "No nation or peoples are free of myths. Greece and Rome emblazoned myths all over the pages of their literature. The myths of religious beliefs affect all nations. All myths have a basis of fact somewhere. The days of our week are the names of mythic gods once worshipped! The names of the months of our calendar are a monument to the fables of the past! Astronomers name the stars after hero gods. We too, as Anglo Saxons, go back only a few generations to ancestors clothed in skins and living in wig wams or caves, with myths worse than our Indians! Early mythology is full of animal gods. The serpent prevailed in Greece and the Garden of Eden fable. We are in no position to smile or poke fun at the Indian who believed in the Supreme Creator."

He continued, "If we could take a position out there in space(just as our Creator and Guardian Angels can)and look down upon this planet we could see the centuries passing as days, the ages would become to us as the present, and the different phases and changes in human life would come before us as a panorama, we could then see the laws of life and mentality prevail. We could study the races of the world as we study the individual and we would probably find everything is gradually coming to a better and higher state in obedience to our Creator."

The Indians believed(rightly)that the spirits of many dead stayed on earth and they tried various methods to discourage their remaining about. They ringed their villiages with fire for that purpose with good success as the Indian was afraid of fire in life and avoided it afterwards for the same reason of fear. The lodge of the deceased was ringed with fire to drive the spirit away so that it could be lead by its Guardian Spirit to the heavens for care by other spirits engaged in nurse care for new arrivals. Spirits were known to hold sessions near graveyards at night. During the days they remained in a state of torpor. Spirits were always hungry for food and remained about camp for the spiritual aroma from cooked foods.

The Indians believed in suspended animation and travel in dreams, during which time the spirit body left the physical body and travelled(floated)to any point the mind directed returning upon awakening and they could relate many stories about the places where they had been and what they had seen. Their early pyramids were built as a safe place for the body to remain when the spirit made trips of great length. Not all Indians had the gift of travel in dreams.

The Indian's heaven was a place where he could hunt and fish with little effort as there was lots of game and he called it his "happy hunting grounds," as those were the happiest thoughts he was possible of having. The Christian delights in telling of his Heaven with "Golden Streets where he can sit on a throne beside his Christian leader or leaders." This is because the highest value in his mind is GOLD and his Heaven is lined with it and the entrance has a Pearly Gate. The Mahometian's heaven describes palaces with fountains of perfume and where his sensual pleasures are supreme and remain with him forever; and the beautiful young girls he describes in his heaven as his servants would almost win a Christian infidel over to his beliefs.

So we see the matter of customs and religion is much a matter of environment. We often brand the Indian as "an illiterate savage;" and to him all to many of his white cousins are "educated savages" so after all the name calling is over with we ask, "who is in any position to judge the other?" Our Indians seem to have a higher form of government and a higher form of religious belief than his white cousins, so we have much to learn from our red brothers.

The following story of the Sacred Temple of the Sioux, whether fiction or fact, is one of the most remarkable Indian stories ever told.

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THE SACRED TEMPLE OF THE SIOUXS

This very remarkable Indian story was published in Wilhelm's Coast Magazine of Seattle, May 1905, loaned for this historical record by Mrs. Fred Houghton of The Dalles:

My name is Thaddeus Sievenska. I am a Polish exile with a Russian university education, 7 years at Heidelberg and more or less short sojourns at various Eastern and Oriental institutions noted chiefly for their work in ancient languages and ethnology (the science of race origin) which have held great charm for me and to which I have devoted my life's work. Driven from home in mature life; made penniless by the confiscation of the family estates, and knowing nothing of finance except that I had had all the money I needed for my wants and expenses be they large or small; I found myself in Washington, D.C., a stranger in a strange land, with no money, an empty stomach and no place to sleep. I became almost paralyzed with helplessness and while in one of those fits of despondent terror, which since have grown to such an extent that for the past 10 years, despite all my efforts, I have been almost constantly an inmate of a charitable home or hospital; I lay down upon one of the public benches in Washington and fell asleep. I was awakened by a gentle touch upon my shoulder and looked up into the kindly face of Prof. Bodleigh of the Smithsonian Institution in Washington and acknowledged leader in America, in ethnology and kindred sciences. I had never met him but knew him at once from a portrait. He asked me to drive to his home, after we exchanged introductions. I recovered my former spirits and literally reveled in his intellectual companionship and remained his guest for some months.

Prof. Bodleigh was authorized by Congress to carry out the request of the American College of Science authorizing the Smithsonian Institute to conduct an exhaustive search to determine the origin of the American Indian. So close was this subject to both of our hearts that he asked me to aid him in the work, to consider myself his guest. In launching upon the work at hand we felt the natural avenue of approach would be through the traditions of the tribes. The tremendous influence of environment in changing the color, and in many instances the substance of all legendary information, led us to commence our investigations in the home of the tribe, which, according to the best information at hand, had been located for the longest period in its present abiding place. Naturally this led us to the home of the SIOUX or Dacotah Indians. A legend existing in nearly all the more important tribes of American Indians TELLS OF A HOLY SPRING WITHIN THE TENTED WALL OF AN ANCIENT TEMPLE, THE WATERS OF WHICH WERE FOR THE HEALING OF TRIBES. The accounts differ in some particulars, but in the main they fully agree upon the location of this temple and the spring of wonderful waters and place it in the NORTHLAND.

This story seemed to be a forgotten detail in Indian lore, when I read it, until one day during our stay in a hamlet of a Sioux Indian reservation in Dakota, an educated Dartmouth college Sioux Indian asked me if I had visited the ancient camping ground about 3 miles from town? I was surprised to hear of its existence and a short walk took us there. The level stretch of land contained about 200 acres and as far as the eye could reach, circle after circle of small stones intersected each other, all about the same diameter and used to fasten Indian tepee tents to the ground. There were many thousands of these circles and the stones of each seemed to be left untouched, some almost buried by soil as the Indians regarded it as a sacred place and bad luck always followed those who moved the stones. I inquired WHAT had made the place sacred? I was told that THE LARGE SPRING IN THE CENTER OF THE TRACT WAS REPUTED TO HAVE GREAT EFFICACY IN HEALING THE SICK. The legend flashed into my mind and I acquainted Professor Bodleigh with my thought and we went to the site together.

Prof. Bodleigh discovered that the stones in each of the circles, while alike in structural appearance, had been brought from various localities all over this continent! So anxious were we to prove or disprove our idea that Indian visitors to this place came from all Indian nations, that we labored for days in collecting the different kinds of rock of which the various circles were composed; and at the end of that time we had a catalogue collection of stones which covered every geologically explored section of America! We had thus proved the resort to have been patronized by people from all over America. But how long had they been coming there? A number of shallow shafts were sunk into the prairie soil and for 2 weeks we catalogued the stones removed to determine their original homes. We concluded the first circles laid down in the locality had been placed there THOUSANDS OF YEARS AGO! One stone had cut upon it what seemed to be half-obliterated hieroglyphics of Egyptian nature. This was no surprise for stones from Central America had been represented at the spring bearing similarity to Egyptian architecture. We were now convinced that the site of the legendary temple was almost beneath our feet so we went to the spring for further investigation.

The spring itself is a small opening in the top of a hill about 7 feet above the level of the surrounding country and covering about an acre of ground. Upon a near approach to the center of the hill, a sensation of walking upon a huge lump of jelly or an air mattress was peculiarly noticeable. Investigation showed that beneath the entire hill was but a mass of water or slimy ooze of the consistency of a muddy cream. Upon the surface floated a mattress of swamp grass, roots and flags, many feet in thickness and sufficiently buoyant to hold up the weight of several men without perceptibly depressing the surface. In the center the mat was so thick of perfectly preserved roots that had been weaving this web for ages, that it caused a raise in the level of the center which gave the appearance of a hill. None of the roots or other vegetable substances in touch with this water ever

showing the slightest indication of decay due to the preservative character of the water. At this point in our investigations we were nearly convinced that the legendary place which we, for a time, had thought this might be, was elsewhere; for if the legend of the spring beneath the temple was correct, no tent or walled temple of the ancients could cover a seemingly bottomless pit of the size of this one of about one acre. Where did that mud come from originally? Was the spring slowly throwing out its bottom and gradually eroding and pulling in its sides? Was the spring larger now than then? Had the enlargement being a slow process or was its beginning one of the violent water effects in that artesian well country, where a well will sometimes burst forth and eat away all the earth around it for months and then suddenly lessen its flow to an infinitesimal fraction of its former product? That it has increased from a smaller beginning was evident from the increased amount of dead wood in the center which made the hill, the water finding its way through the mat in the center, the place where it started to flow when small, being unable to cut through at a lower altitude, when the mat became so thick as to be practically impervious to water.

Here a government marine sounding apparatus, which brings to the surface samples of the bottom, played an important part, and the piano wire made many and rapid journeys over its wheel. Soundings developed the presence of a pit in slowly eroding clays, to the depth of hundreds of feet. Its bottom was comparatively hard and we were in a fair way to fully explore its surface, when our sounding apparatus caught in something at the bottom and was only released by a sharp strong pull, which left the major part of the instrument at the bottom. It was our only sounder and our disappointment was rendered greater at the sight of the broken machine. Professor Bodleigh carefully examined with trembling hands and staring eyes, a little yellow mark on the ragged edge of a broken part. "That is gold!", shouted the professor. It was gold in a commercial form and the place where the gold was stuck to the hook was where the strain had been greatest. If there was enough to break the hook there was a comparatively large body of it. What had we found? Our thoughts were divided between gold in its natural form and manufactured gold, as an evidence of some phase of some man's life.

We had to wait for grappling apparatus and the derrick which had been planned especially to overcome the difficulty of the unstable base upon which it must do its work. Long unsuccessful trials made disheartening work, but at last came success. A pull and the grappling irons had found something. The hold was a firm one. It started. Higher, higher, nearer, nearer, careful, steady, very steady there, there, don't breathe, wait, one more turn, and from the slimy element in which it had been hiding all these centuries, was lifted, held by only one of its 4 rings, A GOLD CASKET, RICHLY ORNAMENTED, NEARLY FIVE FEET LONG, WITH A WIDTH AND DEPTH OF ALMOST THREE FEET! It glistened in all of its original beauty. Its beautiful form, its dignified proportion and the richness of its ornamentations argued for the importance of the find. For the first time in centuries this beautiful object, which together with the tented temple which covered it, had been engulfed by a sudden bursting forth of the waters below it, again saw the light of day and was an object of appreciation and admiration by human eyes.

The TEN COMMANDMENTS

To open the casket was but the work of a moment. To our astonished eyes was revealed a stone tablet, a gold vessel, and what seemed to be a branch of a tree. Upon the upper side of the tablet was cut in Syriac letters the LAW OF GOD as represented by the TEN COMMANDMENTS! What could it mean? We were in the presence of a great mystery! One of our Indian helpers, in disengaging some of the debris from the outside of the casket, found embedded in the mud a block of silver in which had been cut upon the upper side, a socket. When the professor saw it he studied for a long time, then raising his head he said:

"Thaddeus, you are versed in Syriac, are you certain that the contents of that inscription are the Law of God?"

"I am," I answered.

He then lifted up the tablet only to discover a further inscription upon its back. Translating it at a glance he turned upon me with quick inquiry.

"What do you make of that?"

"ITS THE NAMES OF THE TEN LOST TRIBES OF ISRAEL!"

With reverence he exclaimed, "THIS WAS THEIR ABIDING PLACE. THE AMERICAN INDIANS ARE THE 10 LOST TRIBES OF ISRAEL. THEIR TABERNACLE WAS HERE REERECTED! THIS CASKET IS THE ARK OF THE COVENANT!"

Dr. John M. Fairfax had returned to his home after administering the last medical care to the dying Professor Thaddeus Sievenska with the contents of the above message in a sealed envelope. Sievenska had explained to the doctor that night that Prof. Bodleigh has 9 years previously packed the treasure in a large case and shipped it to Washington as specimens and was unfortunately killed in an accident on his way back home. Sievenska claimed he had did his best to trace the case which did NOT arrive in Washington. Every clue stopped at Chicago. It had disappeared completely. He requested Dr. Fairfax to use every means in his power to find it for it contained the PROOFS that would astonish the world and without the proof his unsupported word would be doubted. Dr Fairfax visited the Sioux locality, found the tepee circles and the shafts which had been sunk and the debris of the exploration; witnessed the spring discharging its muddy waters through the base of the hill where Professor Bodleigh had conducted his sounding operations. The story was given wide publicity in the Coast magazine of 1905. But the possessor of the tablet and the casket is a 60 year unsolved mystery.

The disturbance of the sacred stones brought bad luck and death to both of these professors exactly as Indian tradition said it would, but the revelation discovered was worth the risk of death!

Oregon Moundbuilders by Dr. J. B. Horner, Prof. History, O.S.C. 1920.

The mound builders of Oregon date so far back that the oldest Indians knew nothing of their origin. The mounds are usually near streams and many of them were covered with trees, being older, therefore than the trees that grew on them. They were built by a race that came here before the Indian. There is evidence that prior to the Indian there existed 3 types or races of Oregonians. The first people's bodies were heavily covered with hair and the skulls contained but a small compartment for the brain that does the higher order of thinking, but they cooked their own food and built mounds for the burial of their dead. They were succeeded by a people of greater intelligence but who were man-eaters, which is indicated by the broken human bones found buried with them.

The cannibals were followed by a people who did much work in stone and hence belong to the Oregon Stone Age. They were superior to their predecessors, as proved by their average cranium in which the animal function was less pronounced. In granite and basalt they chisled pictographs and hieroglyphs which bear evidence of considerable intelligence. A people so advanced would naturally be discontented to live in tepees and caves. In all likelihood they were comfortably housed in stone chambers whose low doorways might be mistaken for the entrance to a wolf's den. They await discovery in the uplands of Oregon. They were not as cruel as their predecessors, nor as shiftless and nomadic as the Indian. They were the most intelligent people that lived here prior to the coming of the white man. A possibility exists that they may have been conquered and absorbed by enemies which would give them the appearance of different races.

There are thousands of burial mounds in Oregon. Thirty or more have been discovered along the banks of the Calapoosia river between Brownsville and Albany. (Also near Lexington in Morrow county). Yet only a few have been opened. As early as 1883 Dr. J. L. Hill, G. W. Wright, Rev. P. L. Moses, A. Blevins, J. G. Crawford and others made excavations in the mounds near Tangent. Since then Mr. Crawford has devoted much time in scanning the bed of the Willamette for antiquities washed from the mounds by the river. Along with human skulls and skeletons in the mounds were mortars and pestles beautifully carved, some of which were of Brazilian type. Also there were bone and shell arrow heads, ceremonial stones, stone axes, war clubs and other implements.

The mounds are commonly from 30 to 150 feet in diameter and from 4 to 10 feet in height. In so long a period they have naturally settled very much. Charcoal is in evidence everywhere in the mounds. They had learned the value of charcoal as a preservative and employed it liberally in constructing these early pyramids for the entombment of their dead; the ashes were reverently strewn over the remains of the departed. Thus the mounds grew, abounding in charcoal, which settled more than a mound wholly of earth. It is therefore easy to understand how a tall mound would eventually subside almost to the level of the ground.

Further investigation to throw light upon the purpose and history of the Oregon mounds, which belong to a great system covering a large part of the world. The mounds of Oregon and those of the middle states and France appear to belong to the same class as the mounds of Mexico and the pyramids of Egypt, although differing in the material of construction. All have a common origin. All were modeled after the mounds or pyramids of some country (the sunken continent of Pan); and while it is commonly believed that the pyramids of Egypt antedate the mounds of our continent, there is on the contrary a possibility that the Oregon Mounds antedate the pyramids of Egypt and the mounds of Europe and Asia, and that the rest of the world are only emigrants from America. (They are all the same age according to Bible Oahspe). When the 128 arks left the sunken continent of Pan 25,000 years ago, the arks were blown to all the different continents; thus these mound builder's pyramids are found all over the world and are all of approximately the same dates and made by the same peoples who had a higher civilization than we have so far achieved. For the full story see Bible Oahspe.) (Louis S. Fritz scrapbook). (Oregon Journal May 30, 1920).

Aside from the mounds at Lexington none others have been reported in eastern Oregon. None are likely to be found in the Columbia river gorge as high waters have probably washed them away, but they existed here we know for the reason especially that across the river at Speeds the cliffs are abound with hieroglyphs and pictographs more numerous than any other one place in America. The ancient Indian village of Wishram, (at Speeds) may have been one of the largest of these pyramids being 30 feet thick and comprising about 1 acre and 30 feet above the surrounding ground level. Students of Oregon history and geology will make a valuable contribution to our history if they will watch for and report any suspicious looking mounds, beside any streams, especially of there are any hieroglyphs or pictographs on the walls of the bluffs nearby. The Celilo and Dalles Dam areas, on the Oregon side of the Columbia, should yield pyramid mound locations as well as the sand flats across the river from The Dalles. The Bible Oahspe reports our Mound Builder population and cities nearly as numerous as our present population. They were skilled canal builders on a large scale and may have designed some of our river channels. They were destroyed by war when they forgot their Creator, the very things that will destroy us unless we change our war habits.

The Wishram Mound and Village

We have in our own backyard, so to speak, the largest Indian mound anywhere in the west! It is located at the old Indian Mound-Village of Wishram, after which the railroad town of Wishram was named, across from Celilo. The ancient Indian village of Wishram was for years (1908-1938) known as Spedis, Wash. and in more recent years the S.P. & S railroad re-named it Spearfish because the Indians were known to have speared fish from The Dalles Rapids nearby. A road off the new Dalles Dam road and Dalles Bridge road leads about a mile over to the old Wishram village. It will be submerged in 1958 upon completion of The Dalles Dam.

The ancient village of Wishram was built upon a mound of charcoal and sand, ashes, fish bones, rocks broken by fire and other implements. It is 13 feet high (thick) and represents thousands of years of use as a campsite for Indians and their predecessors the moundbuilders! - and covers about 1 acre of ground which makes it by far the largest pyramid or mound so far discovered in the west! This mound has been a source of amazing wonderment to all our men of science ever since Lewis and Clark first reported its existence in their journals 148 years ago! Lewis & Clark in 1805 described the mound and village as having 20 houses, the first they had seen since they left Missouri and Illinois! Some of the houses were reported by them to be "large and commodious." They entered the Indian houses and the Indians very proudly showed them their hair looms, bows, arrows, knives, fish scrapers, rugs etc. and in appreciation Lewis & Clark gave the Indians a burning glass for starting fires and a branding iron with the letters "U.S. Capt. M. Lewis" which was later found by W.L. Winans on their Memaloose Island out in the Columbia and given to the Oregon Historical Society in 1892. The Wishram Memaloose Island was washed clean of all its guns, skulls, bones and relics in the flood of 1894. It was used again and later called the Tenino burial grounds of 5 Mile Rapids during Dalles-Celilo construction days (1905-15).

The Indian houses of the ancient Wishram village first required an excavation about 6 feet deep and the houses were built over those excavations, with the roof above the ground much like a cellar. They crawled in and out of the gable on a ladder. The Indians shows great ingenuity in building those houses. They were made of cedar, split from logs by means of knives, stone wedges and axes. The "walls" or sides of the rooms were made of logs, same as the pioneer emigrant cabins. Being buried in the soil the houses were warm in the winter and cool in the summer. Smoke from fires went out the gable or top which was left open. Their "long house" or meeting house had its walls decorated with trophies of the chase, tom toms, fishing spears and nets. Mats of tules covered the earthen floors. In later years when Chief Masten Spedis lived there he conducted Sunday services in the Long House, could read and write, was an artist, a silversmith, farmer and carpenter. He and the remainder of his tribe of powerful Klickitats died of T.B. and Flu during and since World War I.

When Alexander Ross came through with his expedition in 1811 he called the ancient Wishram Indian village "the great emporium or trading mart of the Columbia river" where Indians from that side of the river gathered for barter and trade, games, gambling and all types of sports. Alexander Hunt described the Wishram village as "being at the head of the long narrows of the Columbia river (Dalles Rapids) and the houses were of wood with long sloping roofs."

It was at the Wishram village and at Tumwater village, on the Oregon side, that the Indians caught and cured their salmon by drying it, then pounding it very fine in their Wasco bowls, then packing it in bales of grass matting so it could be taken on long trips and was therefore a very valuable item for trade and barter. It would keep in good eatable shape for years! Fredrick Homer Balch's Bridge of the Gods describes Wishram village as follows: "Ceoil looked across the river and there were houses on a knoll. He could hardly believe it was possible. Houses with roofs like white men lived in." "Who built those houses?" he asked, "white men like me?" "No, it was Indians. It was their ancient Village of Wishram where the wondering tribes of the Columbia came to fish and buy salmon or barter shells or berries, buffalo robes, skins, salt, meat, or to gamble, dance and feast. The houses were built of logs, the walls low, the lower half being below the surface of the ground. At a distance the walls and roofs gave them the appearance of a frontier town of the whites."

The ancient village of Wishram, as the above persons describe it, was destroyed by Col. George Wright during the Yakima Indian War of 1856-57 to prevent the Indians from gathering there to fish or to defend themselves. It was never rebuilt in its former plan of log houses nor so many of them.

The S.P. & S railroad in 1907 was going to cut through the center of the old Wishram Mound but the Indians appealed to Washington, D.C. and caused it to be detoured to the north side of the mound cutting through one narrow corner (side) and they found ashes, sand, charcoal, animal bones, pieces of flint, arrows and fish bones and a few trinkets such as beads, Wascos etc.

Petroglyphs and Pictograph Writings

About a mile to the east (up the river) from the Wishram village is "Petroglyph Canyon" where there is an abundance of the ancient Panic-Moundbuilder writings and pictures on the face of the cliffs. A few years ago the best one was a face, 6 feet in diameter, with eyes which "followed the passerby." Our scientists and historians all have different guesses for their ages and who made them. They agree that the makers were a "highly educated race of people of the stone age, pre-dating the Indians." No one has ever offered an interpretation of their meaning. The Washington side of the Columbia from the ancient village of Wishram to Roosevelt, from place to place, have these writings. Some exist on the Oregon side at Big Eddy. The Wishram and Big Eddy writings and pictures will be submerged in 1958 with the completion of The Dalles Dam. Some of the carvings represent men, birds, deer, antelope, fish, lizards, snakes, bear, wolves, dogs and beetles. Dr. John B. Horner seen a similarity in the writings with those on the Egyptian pyramids and obelisks. This key to the mystery shows that the same race made both, and as we said before they all came from the sunken continent of Pan. The key to the Panic language, basis of all languages, is given in the bible Oahspe.

THE WHITE MAN'S BOOK OF HEAVEN

It was in the winter of 1831-32 that 3 Nez Perce Indians from La Grande and 1 Flathead Indian appeared on the streets of St. Louis, Mo. They said they were from the "land of the setting sun." They said they had heard of the white man's god, when Lewis & Clark came through the country. General Clark was in St. Louis at the time and he talked with them and learned that they were 2000 miles from their homes and had come to St. Louis to secure a copy of the white man's bible. Wm. Walker heard the story from Clark and he wrote a letter which was published in the Christian Advocate March 1, 1833, in which he said:

"They (the Indians) were from west of the Rocky mountains. I had often heard of them but had never seen any. They differ in appearance from any tribe of Indians I have ever seen. They are small in size, delicately formed with small limbs and from the point of their nose to the apex of their head there is a perfect straight line, the protuberance of the forehead is flattened or levelled. They had travelled on foot nearly 2000 miles to see General Clark, their great white father, as they called him, he being the first American officer they had ever become acquainted with and had much confidence in him. They had come to consult him upon a very important matter and this is their story:

"A white man had penetrated into their country (Balch calls him Mr. Clark) and happened to be a spectator to one of their religious ceremonies and he informed them that their mode of worshipping the Supreme Being was wrong and was displeasing to him; and said that the white man away toward the rising sun had been put in possession of the "true mode" of worshipping the Great Spirit and had a book containing the directions on how to conduct themselves in order to enjoy his favor and hold converse with him and with this guide no one needed to go astray, but everyone ^{that} would follow directions laid down there, could enjoy "his favor" and after death would be received into the country where the Great Spirit resides and live forever with him."

"Upon receiving this information they called a national council to take the subject into consideration. Some said that if this be true, it was certainly high time that they be put in possession of this mode; and if their mode of worshipping be wrong and displeasing to the Great Spirit it is time that it be laid aside. We must know something more about this. It is a matter that cannot be put off. The sooner we know the better. They accordingly deputed 4 of their chiefs to St. Louis to see the Great White Father General William Clark, to enquire of him, having no doubt he would tell them the truth about it."

"This story has no parallel in history (as they knew it in 1833). There are immense plains, mountains and forests in those regions from whence those Indians came. No Christian had yet had the courage to penetrate into their "moral darkness." They are NOT IGNORANT OF THE IMMORTALITY OF THEIR SOULS and speak of SOME FUTURE DELICIOUS LAND OR COUNTRY WHERE DEPARTED SPIRITS REST. Let the church awake and go forth to the salvation of these wandering sons of our native forests."

Whether the Indians went to St. Louis for the white man's book of Heaven or for other purposes, matters little. The important fact was that the above story was published and it moved religious thinking into missionary action. Rev. Daniel Lee, who later preached at the Methodist Mission in The Dalles, was one of the first to see General Wm. Clark in St. Louis in 1834 about 2 years after the Indian visit. He wanted the story first hand from Clark. Rev. Jason Lee was chosen by the Methodist Mission Board of Boston to head the undertaking of establishing a mission among the Flathead Indians of the west. Cyrus Shepard and P.L. Edwards were the other 2 missionaries. Two of the Indians died in St. Louis. One died near the mouth of Yellowstone river enroute home and Hee-ohks-te-kin (cut nose) arrived back home. A painting of these 4 Indians who made that famous trip hangs in the Montana state capitol building at Helena.

Blazing the Old Oregon Trail

The first mission party came west with Capt. Nathaniel Wyeth and party of hunters and explorers of 1834. There were 70 men in this party that came overland across the plains "blazing the Old Oregon Trail." They arrived at Ft. Vancouver Sept. 15, 1834. They experienced a pathetic struggle against sickness and death for the next 4 years, out here in the wilderness. Their journey west required 152 days. They established their mission about 10 miles below Salem on the Willamette river in Nov. 1834.

The Dalles Mission

It was decided on Wednesday March 14, 1838 to establish the mission at The Dalles Landing with Daniel Lee and H.K.W. Perkins in charge. That fall Daniel Lee brought some cattle up from the Willamette Mission, over Indian Trails by way of Bull Run, Lost Lake and Hood River to The Dalles mission. Old Chinook, a half blind and crippled Indian was one of their faithful helpers here, travelling about on a crutch. After the other Methodist Missions were closed in the fall of 1847, Dr. Marcus Whitman of the Walla Walla Presbyterian Mission, bought The Dalles Mission for \$600 and intended to move here the next spring but was massacred by the Indians at Walla Walla that same fall. Father Blanchet looked into the matter of buying the Methodist Mission here for a Catholic Mission, but later started their own on Mission street just west of Mill creek, with buildings at the Wasco County Hospital spring.

Other Missions

Other missions were located at Calapooia, St. Paul, Clatsop Plains, Oregon City, Fort Vancouver, Walla Walla, Tshimakain, Colville, Nisqually, Cowlitz, St. Ignatius, Pend O Rille, Kalispel, Yakima, Olympia, Nisqually, Lapwai (near Pendelton), Klamath, Clearwater (80 miles above Lewiston), Boise, Ft. Hall and other places in Canada, Montana and Idaho. These early missionaries and exploration parties furnished the first residents and citizens of Oregon and the Pacific northwest.

First White Women in Wasco County

It was in the fall of 1836 that Narcissa Whitman, wife of Dr. Marcus Whitman and Eliza Spalding, wife of H.H. Spalding came across the plains with their husbands. They were escorted by Captain Nathaniel Wyeth on his second expedition over the Old Oregon Trail. Their arrival marked the first white women ever seen in Wasco county. They were not the first white women in Oregon as the wife of Capt. Barkley who visited the Oregon coast as early as 1767 and Jane Barnes who lived in Astoria in 1814 were the first Oregon white women. There were 2 white women at the Hudson Bay post at Vancouver when the Whitman party arrived. Mrs. Whitman was given credit for selecting the mission site at Walla Walla where she was massacred 11 years later. Mrs Spalding died of exhaustion and ill-health 3 years after her arrival. They were both brides of only a few months on their arrival in Oregon and Mrs. Whitman was considered a very refined woman and well educated while Mrs. Spalding lived the hard life of a farmer.

The Whitman Massacre

It was Nov. 29, 1847 that Dr. Marcus Whitman and his wife Narcissa and 9 others were massacred by the Cayuse Indians. The Indians all the way from the Blue Mountains to The Dalles had been hostile toward white emigrants that year, stealing at every opportunity. A Mr. Shepard was killed at The Dalles and one party was robbed of everything, including the clothing on their backs, near the Deschutes river. Nearly every emigrant party lost stock. This boldness, thievery and killing were tell-tale evidence that it was unsafe to be among them. Dr. Whitman had already purchased The Dalles mission for \$600 and put his nephew Perrin Whitman in charge with the intention of moving down to The Dalles in the spring of 1848. His Indian friend and sub-chief Sticoas had warned him that the renegade Indian Joe Lewis was "bad medicine" and wanted to kill him and gave for the reason that about the middle of September an emigrant train passed through with measles in their midst. The Indians as well as the whites got the measles. Many of the Indians died like flies from the measles. The little daughter of Indian Joe Lewis was about to die and he blamed all the whites as "bad medicine." His simple mind could not grasp the reasons of how measles spread nor why Indians died from them. All he could think of was revenge and a lot of others felt and thought the same way and a few of them (not all) were blinded in their hate and took their revenge out on Dr. and Mrs. Whitman and a few of the other 54 persons at the mission and they killed their very best friend, the best friend all the other Indians had as well as the whites.

The morning of the 29th of November 1847 some of the young blood-thirsty Cayuse Indians gathered at the mission with guns and tommyhawks concealed under their blankets. They entered Dr. Whitman's house and killed him with a tommyhawk, shot Mrs. Whitman as she ran screaming into the yard. They shot John Sanger to death and killed and mutilated 9 others. All the killings didn't take place the first day but continued over 2 or 3 days. By that time the priests from the nearby Catholic Mission heard about the massacre and came to the mission to reason with the Indians, asking them to stop killing and injuring or abusing the whites and hastily left to spread the word. The Hudson Bay post at Wallula, then called Ft. Walla Walla, dispatched a fast express boat to Vancouver to notify Dr. McLaughlin of what had happened. They had notified The Dalles Catholic Mission as they went by, but not Dr. Saffron nor Perrin Whitman of the Methodist Mission who found out about it from Indians and immediately left for the Willamette Valley mission, but not until Peter Skeen Ogden passed through The Dalles enroute east to rescue survivors of the Whitman Massacre.

Arriving at Walla Walla Ogden told the Indians that the Hudson Bay Co. had been among them for 30 years without bloodshed and that some of them were Americans too. He reminded them that they supplied the Indians with guns and ammunition to hunt with but not to kill Americans with. He reminded them that besides the butchery that they had robbed American emigrants trains and insulted their women and he warned them that if the Americans declared war that they would not stop until every Indian was out from the face of the earth! He told them that he was only giving them advise and would not guarantee them safety from the vengeance of the Americans. He ordered them to deliver their prisoners to him and he would pay them a ransom price. The exchange was made after Ogden paid 12 guns and 600 loads of ammunition, 12 flints for guns, 37 pounds of tobacco, 62 blankets and 63 shirts. Ogden brought the captives back down the river to their friends at Oregon City.

The Cayuse Indian War

By the time Ogden started for the Whitman Mission the provensial legislature at Oregon City went into session and a bill was immediately introduced by J.W. Nesmith and passed, requiring the governor to raise arms and equipment for a company of 50 riflemen for dispatch to The Dalles Landing with orders to hold that place until reenforcements could arrive. That first company under Capt. H.A.G. Lee arrived at The Dalles Landing by Christmas and occupied the Methodist Mission buildings as Ft. Lee. In that company was Samuel K. Barlow, builder of the Barlow road around Mt. Hood from Wamie to Oregon City and Nathan Olney, first permanent resident and business man of The Dalles. This company was at The Dalles when Ogden returned with the Whitman Mission survivors.

With \$42.72 in the Oregon state treasury the legislature voted to equip an army of 500 men for service in the Cayuse Indian War of 1848! Joe Meek was dispatched to Washington, D.C. for federal aid, as an ambassador from Oregon and got aid, even if it was too late for the Cayuse War. Meek accompanied the soldiers to Walla Walla to get first hand information about the massacre. Cornelius Gilliam was made colonel in command and Joel Palmer was general. H.A.G. Lee was a major and James Walters lieutenant. The first blood was shed in Sherman county Jan. 8, 1848 when troops met thieving Cayuse Indians killed several of them and recovered emigrant loot. They spent all of January "mopping up" Sherman and Gilliam counties and the lower part of Morrow county. In February they fought a 24 hour battle at Willow creek with 5 soldiers killed and 8 Indians. The Indians wanted to make peace but were told to go to Walla Walla where peace makers would talk to them. On the 28th of Feb. they camped at Ft. Walla Walla (Wallula) and immediately pushed on to the Walla Walla mission where they found the bodies of the massacred unearthed and eaten by the wolves. They were reburied in a common grave now marked by a large monument at Walla Walla.

Fortifications were thrown up at Walla Walla by Col. Gilliam and preparations made for war. The Indians came on March 6 for a meeting and were told by General Joel Palmer that the murderers were wanted and that the soldiers were going to stay and make war until they were turned over to them for punishment. The Indians did not turn over much stolen property and no murderers. The army pushed on toward the Cayuse camp and had their first 30 hour battle on the 15th in which 50 Indians were killed and 1 soldier lost. Col. Gilliam decided nothing further could be done that year and left half of the men at Ft. Waters (Umatilla). He was returning home with the rest of the command when he accidentally shot and killed himself in pulling a rifle out of a wagon on March 18. Major H.A.G. Lee, the military preacher, was left in charge at The Dalles Landing Mission. They all returned to Oregon City and disbanded for spring work. The soldiers at The Dalles and Umatilla were replaced by new recruits that fall. Lt. A.E. Garrison replaced Lee at The Dalles.

The arrival of fresh troops at Ft. Waters scared the Indians and they again sought for peace but Col. H.A.G. Lee told them he wanted the murderers of the Whitman party before he would talk peace. Some 400 men were sent into the Clearwater country on May 17 and 120 into the Snake country. The Cayuses deserted their camp but their 118 horses were located and rounded up with 40 head of stolen cattle. He offered a reward for the murderers and returned to Oregon City. Governor George Abernathy issued a proclamation entitled "Forfeiture of the Cayuse Indian Lands" and authorized emigrants to take and settle on all Cayuse Indian property. This broke the power of the Cayuse Indians and they fled to the interior, living as best they could in other locations. The soldiers at The Dalles and Ft. Waters made travel safe for emigrants for the next few years.

On April 13, 1848 Governor Abernathy wrote President Tyler of the situation in Oregon and made an appeal for troops and supplies. On April 12 the governor asked Major Hardie of the bark Anita for uniforms and supplies, knowing he had supplies for 400 men; but the request was turned down for lack of authority, but he transmitted the request to San Francisco headquarters and on the 9th of August 100 rifles arrived and 25,000 cartridges, 200 pounds of powder, 500 muskets and 3, 6 pound guns. In Washington Joe Meek's efforts to make Oregon a state were successful. Joseph Lane was appointed the first governor and Meek was made U.S. Marshall and they arrived back March 3, 1849 about the time the U.S.S. Massachusettes arrived at Ft. Vancouver with 2 companies of U.S. Artillerymen. A regiment of 600 riflemen left Ft. Levensworth May 10, 1849 for Oregon with 31 officers and their families, 160 wagons with teamsters and scouts and 2000 mules and horses, under Col. W. W. Loring. He established forts at Laramie, Wyoming, Fort Hall, Idaho, with 2 companies at each place, the rest coming on to The Dalles. They used the old Methodist Mission buildings and camped in tents until they could erect the old log fort buildings of Fort Dalles.

In May 1850 Major Tucker was ordered to take command of Ft. Dalles by Col. W. W. Loring and Tucker declared the military reservation to be 10 square miles and forbid settlement within that area. He proceeded with the erection of the log fort buildings at 14 & Trevitt streets. L. S. Fritz claimed there were 15 buildings erected.

Five of the Cayuse Indian murderers surrendered at Ft. Dalles that spring and Major Tucker took them to Oregon City where they were tried for the murder of Dr. Whitman, found guilty the 3rd of June and were hung by Joe Meek, U.S. Marshall at Oregon City. The Cayuse Indian War cost Oregon \$75,000.

For the next 4 years things were comparatively quiet at Fort Dalles. The Snake Indians near Ft. Hall massacred 34 emigrants in a train in 1851. In 1854 the Ward train was exterminated near Ft. Boise (see page 414). Major Haller left with troops but found no murderers, but the next year scouts and troops rounded up and hung the murderers. In 1854 there were 1200 regular army troops in Oregon. In 1855 Joel Palmer made a treaty of peace with the Indians and they were all to be placed on reservations but allowed certain fishing and hunting rights.

The Yakima Indian War of 1858

The Yakima Indian War was fought in both the Yakima and Walla Walla country as well as Spokane. Those Indians were unwilling to give up their homes and property without making a fight for them. The overt-act was the killing of Indian Agent A.J. Bolan near Goldendale. Major Haller set out with 150 men to conquer them but found himself outnumbered 10 to 1 by the Yakimas who chased him all the way back to The Dalles. He asked for reinforcements and the governors of Oregon and Washington asked for and recieved volunteers.

The Dalles Co. B. First Regiment Oregon Mounted Volunteers

At The Dalles Captain Orlando Humason, father of Wasco County, organized Co. B. composed of John Jeffers first lieutenant, James McAuliff 2nd Lt, J.E. Dennis first Serg., 2nd Serg. Tom Martin, 3rd Serg. J.C. Smith, 4th Serg. James Gavin and corporals Oliver Jeffers, Henry Humphries, Amos Underwood; and privates Monroe Adkisson, John Ashcraft, Chas Archard, John Allen, J.R. Alphny, John Brook, J.R. Bates, Daniel Webster Butler of The Dalles, Dufur and Tygh, James P. Beebe, David Bagley, Wm. Barnett, John Crawford, John Cogwell, F. Choat, Harding Chenowith, Archie Davidson, C.W. Darling, L. Dupias, Hesikah Davis, J. Estes, James Elgin, E. Edwards, John Foreman, J.W. Fulp, Robert Fleet, Wm. H. Gates, Joseph Gray, W.W. Gifford, F.T. Glesen, E.J. Glesen, Lott Hatlinger, Geo. Hodges, L.P. Henderson, Robert Hamilton, H.C. Hold, Wm. Hammeck, Wm. Johnson, J.P. Jones, Warren Keith, Arnold King, L.J. Kimbidian, Edw. Litheral, A.J. Lockwood, S. Loomis, Cornelius McFarland of the steamer Wasco, A.S. Martinson, Richard J. Monroe, J.M. Martin, C.R. Muze, J. McDonald, Wm. McWillis, LeRoy McAnston, Wm. Niven, A.J. Price, G. Pell, J.A. Prindle, J.W. Phillips, Wm. Robinson, Geo. Rindle, Chas. Rowe, G.R. Roberts, J.R. Slaley, Chas Suves, H.H. Starr, Geo. W. Scott, Geo. W. Smith, Bruce W. Smith, Henry Steelman, James Sturdevent, Tom Trossell, Victor Trevitt, D. Stansbre, A. Woodard, F.D. Wolfe, Jont Indian, J. Amidon, Hugh Crowley, Robert Tompkins, Benj. Reynolds, Sam Morris. Gen. J. W. Nesmith was commander under proclamation of Oct. 11, 1855 and served until May 19, 1856. A few other Dalles men joined other companies that came through The Dalles and needed more men.

The Yakima Campaign

Major Rains took charge of all the regular army men and marched into the Yakima country Oct. 30, 1855. He was joined by Col. J.W. Nesmith's volunteers. Being as strong as the Indians the latter retired in haste after being beat in the first engagements. Major Rains notified the Indians that all the Americans thirsted for their blood and intended to exterminate them, not let them hunt nor fish thus starving them, that they intended to destroy their live stock and would not permit them to grow any crops! He then retired to The Dalles and left the Indians to think this over for the winter which had 3 feet of snow. J.W. Nesmith and his volunteers went to the Walla Walla country and spent the winter at the Whitman Mission, using the mission buildings as a hospital and fort. He raided and burned the Walla Walla Indians out that winter at Wallula (Ft. Walla Walla) and fought his way 40 miles up the Walla Walla river to the Whitman Mission killing at least 100 Indians. The winter at Walla Walla was severe, like that at Valley Forge. The troops suffered from cold as they lived in tents with the sick and wounded in the buildings. They were re-enforced with 5 companies in Feb. 1856 and pushed into the Paluse country to war on the Indians there.

Col. George W. Wright's Arrival

Col. George Wright arrived at Fort Dalles and immediately took charge of the campaign. He posted troops so the Indians could not fish along the Columbia river anywhere. He erected a blockhouse at the Cascades to protect river transportation and built the wooden portage railroad 5 miles in length for quick movement of supplies. Horses and mules were used as motive power. The troops were attacked by Indians in March 1856 in the Cascade massacre in which a number of white persons lost their lives. Capt. Issac McFarland's steamer Wasco was tied up there and managed to get away and come to The Dalles for help. Col. Wright was camped with his troops at the 5 Mile stage station, on the Old Oregon Trail, enroute to Walla Walla and had to come back to The Dalles and embark on the steamer and go to the Cascades to mop up the Indians there and didn't return to The Dalles until April to go on to Walla Walla with his men where he arrived the 5th of May. He recieved 500 re-enforcements the 27th of May and was then able to chase the Indians into the Yakima country where he could handle them and starve them into submission. He rounded up all the Indian horses he could find, kept the best ones and shot 900 of them to death leaving the Indians dismounted. He destroyed their fishing villiages along the Columbia and destroyed their crops thus forcing thousands of them on to the reservations and breaking their power. The volunteer troops were disbanded in August 1856.

Our Treatment of the Indians

The white man has kept the Indians on Reservations, a polite word for "consentration camps" for nearly 100 years! We went to war with Hitler because he put the Jews in consentration camps for 15 years! - and did other things our politicians didn't like; but were we in any position to throw stones at anybody? We have denied the Indian citizenship and the freedom Abraham Lincoln proclaimed for all persons of America! We have stolen the Indians property and made war upon him because he objected! We have blamed all the Indians for the inhuman acts of less than 10%! The Indian has paid a terrible price for having invited the white man to bring his "book of heaven" to them over 100 years ago! He learned that the white man's "book of heaven" was one thing and the way the white man ACTED was quite something else! He found that the white man carried his "book of heaven" under one arm and a rifle under the other and that he generally used the rifle FIRST and then the "book of heaven" to pray with over the dead body! Is it therefore any wonder that the Indian has been slow to accept the white man's "book of heaven?" The white man had little to teach the Indian but the Indian learned that lesson too late. Isn't it about time to let the Indians out of our reservations and make them American citizens with the same rights and privileges that Americans are supposed to enjoy?

What Chief Joseph Said:

Suppose a white man should come to me and say, "I would like to buy your horses." I say, "I will not sell them, they suit me, I like them." Then white man goes to a neighbor and says, "Joseph had some good horses. I want to buy them but he refuses to sell." My neighbor says, "Pay me the money and I will sell you Joseph's horses." Then the white man turns to me and says, "Joseph, I have bought your horses and you must let me have them." If we sold any land to the Government that was the way it was bought! But I would rather give up everything than have the blood of the white man upon the hands of my people!

Chief Joseph was the leader of the Nez Perce Indians of the Grand Ronde Valley and were friendly to the white people for 50 years, as were 90% of all the other Indians. His father, Old Joseph who knew Capt. B.E.L. Bonneville, after whom Bonneville Dam was named, when he came out to Oregon on his first expedition and stayed 2 years with the friendly Nez Perce Indians, in 1855 signed a treaty in which the rich Wallowa Valley was awarded to his people as a reservation. That had always been their home and they were the most friendly of all the western Indians. But as settlers moved in they encroached upon the Wallowa Valley reservation land. The Indians rightfully protested but tolerated the white man's encroachment for 20 years! They had never wanted to sell any of their lands.

During that 20 years the Nez Perce Indians held many Indian Council meetings. The student should understand that the Indians selected their council members from among those who did the greatest amount of work or general benefit for the tribe. They were the outstanding leaders of the tribe. As they sat in the circle at council the Chief asked the sub-chiefs, one by one, for their highest opinion. After all had spoken the Chief made the final decision from the "combined opinions" of all those present who spoke. The Chief's decisions are not law, as we understand laws, rather they are the "highest light" (wisdom). The Indians generally obey these prevailing decisions unless they have arguments that would materially change the decision.

The white man of those days did not have sufficient religious nor educational training to be able to follow his "highest light" or that of any white group; so his method was to pick represenatives, who often sought personal glory or were "professional talkers", or someone who had a personal gain or sel-

fish motives or interests, to be his representative. This type of representative cares little about what is right or wrong or what is for the best interests of the people as a whole; so in order to have his selfish opinions obeyed they are made into iron-clad laws with severe penalties for disobedience. The white man's government has "progressed" to a point where it now has more than 100,000 of these laws, each with its penalty attached. The white man's government is little more than "lawful anarchy" as there is no white man, no matter how well educated, that knows all those 100,000 laws and what they mean or why they were passed. His prisons have grown by leaps and bounds and still he passes more laws!

The white man does have a few Abraham Lincoln lawmakers but far too few to be of much help.

The white man is going through what is known as "fraternal education", in his lodges and organizations, and will, at a not too distant date, be able to adopt the Indian's Council Form of government, but at this writing he is not well enough educated and cannot trust his neighbors well enough for the general adoption of the council form of government. His cities will have to be reduced in size and his state and national governments will concentrate on repeal of as many laws as man's education will permit. Every city and village will need to become self-sufficient and not dependable on someone else for all their wants of life. The white man 100 years from now will make great strides in this direction.

This comparison permits the student to see how and why the Indian Chief's decision was not binding as law on all his tribesmen. Some of his young tribesmen would go out to kill and steal and that 10% caused 10% of the white men to shoot at every Indian they seen and steal his land and this led to war.

Chief Joseph Goes to War

Finally Chief Joseph's councilers decided to make war on the whites for encroachment on their lands, against every argument Joseph could muster. It was in June of 1877 that a series of outbreaks occurred. General Oliver Otis Howard was dispatched to round them up. Chief Joseph decided to try to make a union with Sitting Bull for a stand against the white man's army in Montana; and he moved his entire tribe of 700 men, women and children 1500 miles to within 40 miles of the Canadian border at Bear Paw Mountain in 72 days! He was always outnumbered by white soldiers but he beat General Howard in 4 great battles at White Bird Canyon, Big Hole, Camas Meadows and Canyon Creek. It was only when the below zero Montana winter set in, that his warriors, whose ranks were thinned by fighting, yielded to defeat in Bear Paw Mountains. Even then it was doubtful if the white man could have overcome them had it not been for the telegraph which General Howard appealed to General Miles for help, on by intercepting Joseph at Ft. Keogh. The surrender terms provided that the Nez Perce Indians be taken back to their valley.

But again the white man's word was worthless and Chief Joseph's people were put on reservations in the middle west and south. Finally remnants of the tribe were returned to the northwest but never to their beloved Wallowa Valley reservation. In 1885 Chief Joseph and 140 of his tribe were transferred to the Colville Reservation of Washington and Chief Joseph died there Sept. 21, 1904. A monument at Nespelem, Wash. marks his grave. Most of his opponents in military circles gave him credit for being the greatest tactician and strategist they ever matched wits with. He is today considered by military men to have been equalled only by General Robert E. Lee, U.S. Grant and Andrew Jackson in American history and was therefore one of the most outstanding men in early Wasco county history.

Chief Joseph was never given any credit for his peaceful intentions or for his outstanding leadership on behalf of his people. The mistreatment of his tribe of Indians is one of the blackest marks on the record of the white man's history in the Pacific northwest! The white man stole his property, ran him out of the country, put him and his tribesmen in concentration camps for all the rest of their lives! We ought to hang our heads in shame and never cast another stone against any other peoples!

What Chief Seattle of Seattle, Wash. Said in 1854

The student wants to remember that in 1854 there were no schools and libraries at Seattle and Chief Seattle had never been sent off to any white man's schools in his youth. All his knowledge was gained in the Indian University of Hard Knocks.

Four centuries ago the Indians had knowledge of the landing of the white men on both continents! They were received by strange but hospitable tribes. The Indians were rewarded by seizure of their lands and such cruelty and brutality as will keep another century apologizing for wrongs done. The character of the white man's race and its cruelty toward Indians were known among far-off tribes! His unkind deeds his unkept promises, his confiscation of lands and goods, his drunkenness, his diseases and outrages bewildered the trusting Indian; it caused degeneration of morals, homes, customs, until it was soon plain that all the Indians held sacred, his traditional life and habits were doomed to extinction as death stalked grimly among their people. Wise chiefs fore-saw disaster and their hearts were full of sorrow. They even accepted treaties, forced upon them by the whites, realizing the futility of war by conquerors who drove them to reservations to control their lives and habits and to educate their children, before the guns of the palefaces who had burned their wigwams, homes, supplies and simple comforts. Wave after wave of the white men came. Chiefs of the western tribes dreaded the invasion but knew no way to escape. It was from the spirit world that this prophecy of death and destruction came! In Dec. 1854 when Governor Isaac Stevens (of Washington) arrived at a clearing on Elliott Bay, now called Seattle, to tell the Indians he had been appointed Commissioner of Indian Affairs for Washington and to place them on reservations. Chief Seattle rose and said:

Yonder sky has wept tears of compassion upon our fathers for centuries. My words are like the stars that never set. The Great White Chief wants to buy our lands but is he willing to allow us enough to live on? This appears generous for we are no longer in need of a great country. There was a time when our people covered the whole land but that time has long since passed away. When our young men grew angry it was true that revenge was considered, even at the cost of their own lives, but old men who stay at home and mothers who have sons to lose, know better. Our Great White Father in Washington sends word that if we do as he desires he will protect us. But can that ever be?

Your God is not our God! Your God loves your people and hates mine! He folds his strong arms lovingly around the white man and leads him as a father leads an infant son, but he has forsaken his red children, if they are really his! Our God, the Great Spirit, seems also to have forsaken us. Your God makes your people wax strong every day. Soon they will fill all the land. My people are ebbing away like a receding tide. The white man's God cannot love his red children or he would protect them. We seem to be orphans who can look nowhere for help!

How then can we become brothers? How can your God become our God? Your God seems to us to be partial. He came to the white man. We never saw him, never heard his voice. He gave the white man laws, but he had no word for his red children, whose teeming millions once filled this vast continent as the stars fill the firmament. We are 2 distinct races and must ever remain so, with separate origins and separate destinies. There is little in common between us. To us the ashes of our ancestors are sacred and their final resting place is hallowed ground, while you wander far from the graves of your ancestors without regret. Your religion is written on tablets of stone lest you might forget it!

The Indian Religion

Our religion is the tradition of our ancestors, the dreams of our old men, given to them in solemn hours of the night by the Great Spirit and the visions of our Sachems (Guardian Angels), and is written in the hearts of our people. Your dead cease to love you and their native land is soon forgotten and they never return. Our dead never forget this beautiful world that gave them being; they still love its winding rivers, great mountains and vales and often return to visit, guide and comfort them. Every part of this country is sacred to my people, every hillside, every valley, plain and grove has been hallowed by some fond memory or sad experience of my tribe. Even the rocks, which seem to lie dumb in the sun along the seashore, thrill with memories of past events connected with the lives of my people. The very dust under your feet responds more lovingly to our footsteps than to yours, because it is the ashes of our ancestors and our bare feet are conscious of the sympathetic touch, for the soil is rich with the life of our kindred.

When the last red man shall have perished from the earth and his memory among the white men shall have become a myth, these shores will swarm with the invisible dead of my tribe; and when your children's children shall think themselves alone in the fields, store, shop or highway, they will not be alone. In all the earth there is no place dedicated to solitude! At night, when the streets of your cities and villages will be silent and you think them deserted, they will throng with the returning hosts that once filled and still love this beautiful land. The white man will never be alone. Let him be just and deal kindly with my people for the dead are not powerless! Dead did I say? There is no death, only a change of worlds!

I think my people will accept your proposition and retire to the reservation you offer and dwell apart in peace. It matter little where we pass our remaining days. They are not many. The Indian's night promises to be dark. No bright star hovers above his horizon. A few more moons, a few more winters and not one of all the mighty hosts that once filled this broad land will remain to weep over the graves of a people once as powerful and hopeful as yours.--By John M. Rich of Seattle.

The above classic piece of literature will go down in time immemorial along side of that of Abraham Lincoln's Gettysburg Address and the other first 25 speeches in our national history!

THE BRIDGE OF THE GODS by Fredrick Homer Balch

Fredrick Homer Balch was a Wasco County writer of the 1860's who lived at Hood River. He was a close student of Indian lore who took Wasco and Klickitat Indian stories and wove them into one of America's Best Sellers, with 25 editions (Biography on page 68).

Mr. Balch cited the dream of Cecil Gray, minister of Mass. who came west to preach to the Indians after being given the vision of a great natural bridge across the great river of the west, and was inspired with a burning desire to go out into the wilderness and seek out that bridge. The book is based on Rev. Gray's travels, Mr. Gray being the fiction name for Mr. Balch. His (Grays) trip west was an account of Mr. Balch's travels among the Indians and people of the west. The summons of Chief Multnomah of all the tribes for council on Wappatto Island near Portland was an oft repeated summons of many occasions. The smoking of the volcanoes and earthquake is verified by nearly all the Indian tribes.

The existence of the great earthen bridge at the Cascades was known by all Indian tribes west of the Mississippi river!—just as they knew of the existence of the great river of the west that flowed under the high natural bridge "so wide that the waters of the river were darkened when the Indians' canoes passed under it." The bridge was covered with pine and underbrush and was used as a roadway by all the tribes of the west as they travelled back and forth on their hunting, fishing and bartering expeditions.

The legend went on to say, "that when the bridge fell the power of the Indian tribes would fall with it" which was exactly what happened to the Indians. Chief Multnomah knew that the bridge was going to fall or be shaken down by an earthquake and called the last famous council to announce the beginning of the end for the Indians. The Bridge of the Gods is one of the most beautiful Indian stories ever written. No pioneer of Wasco county or native son should confess ignorance of this story of Oregon.

In 1890 Mr. Balch wrote: "One can see submerged the trees beneath the waters of the river, still standing upright, as they stood before the bridge fell in and the waters rose over them. It is a strange weird sight, this forest beneath the river, the waters washing above the tree tops, fish swimming among the leafless branches; it is desolate, spectre-like, beyond all words." Mr. Balch spent several years and talked with hundreds of Indians and white pioneers about the existence of the Bridge of the Gods and he believed in the truth of its existence.

Bridge Challenges Scientific Thinking

W.A. Brown, one of the construction engineers on the locks at the Cascades in 1896, studied the abutments of the Bridge of the Gods and what remained of the span in the river and on both sides, the submerged forests, which were covered when the bridge fell into the river; but he couldn't figure out where all the debris could have disappeared to as only a small mass of rock remained, and he felt that remnants of the bridge could not have melted away. He concluded that the existence of a bridge with the river flowing beneath it was an impossibility, "as the foundation of the country forbid its existence," and "none of the rock was strong enough to support it." He found traces of slides and where land slips from the Washington side of the river were on the Oregon side and Oregon rocks on the Washington side at Sheridan Point. He reasoned that these slides might have dammed up the river and the river could have washed under them for a time to "support the Indian's story of having crossed on a bridge at that point." He concluded that the first channel of the Columbia was on the Washington side, close to the cliffs or Washington abutment of the bridge and that a slide forced it over to the Oregon side.

Prof. Ira Williams of the Oregon Bureau of Mines in 1900 mapped the extent of the sliding area. G.K. Gilbert, geologist of the U.S. Survey, studied the vicinity, the submerged forests and sent sections of stumps to Washington, D.C. for examination. He concluded that the submerged trees existed as live trees from 300 to 400 years ago (1500 to 1800 A.D.). Some petrified logs were found. The standing timber showed age rings from 300 to 350 years old. No ledge of rock ever formed a barrier to the river. The obstructions were formed by loose masses of earth and rock. If the span existed it must have had to stretch 5 miles in his opinion.

Richard Grace in 1915 supported the theory that there was once a lake behind the Cascades and the waters of the lake found a fault and washed "through or under" the Cascade summit, after which the "overhang" fell into the rising waters and was washed away. (This process may have taken hundreds of years). Later slides occurred which changed the course of the river. The porous structure was somewhere near the present river level. The rising waters of the lake increased the pressure forcing the waters through the mountain in an ever greater volume changing the lake into the Columbia river. The great inland sea extended from the Cascades to the Rockies and from the California boundary to the Okanogan mountains on the north. The upper Columbia shows traces of such a sea while the lower Columbia shows traces of great water battles. As the inland sea was drained under the Cascade mountains the arch was revealed with the river flowing under it. The Columbia river below the Cascades is a narrow gorge showing violent cuts which fell into the river and were washed away. The waters ate out the abutments of the bridge and it finally fell into the waters of the Columbia.

The Indians claimed they could paddle their canoes from Astoria to The Dalles, before the bridge fell damming up the river at the Cascades and "that it was all dark under the bridge, like a big roof which shut out the sky and sun. The Indians were always afraid and paddled quick to get past soon."

Natural bridges are not unknown in this country. There is one in Virginia spanning 60 feet, is 200 feet high and 40 feet thick. Down at Trinity, Calif. there is an 80 foot span, 20 feet high and 2300 feet wide. There is the natural bridge in N.Y. and the Indian river series of arches. There are many pre-historic abutments 3500 feet and more wide that have spanned as much as 6 1/2 miles.

Capt. George Ainsworth reasoned after many long years as a steamboat captain and pilot passing the Cascades where he studied the topography of the country with the Bridge of the Gods legend in mind and he concluded; "that the Cascade mountain range at one time was continuous, creating a large lake which extended back into Idaho; and that gradually the pressure of the lake undermined the mountain. A volcanic disturbance enlarged the lake outlet under the mountain causing a cataract which gradually wore down the mountain and washed it away. Another volcanic disturbance caused the bridge to fall." This theory supports the Richard Grace theory. --Oregonian 1920.

Legend of the Cascades by S. A. Clark (1872)

Reaching far from mount to mount, in one broad native span,
A rocky arch of bridge was thrown, beneath which the river ran,
An with its flow the bark canoe went down the tranquil stream,
While underneath the darkling arch the river gave no gleam.

And hither to this mountain arch, often the hunter came,
And on the sacrificial stone made offerings of his game.
The salmon of the stream, the fishes bought and gave,
To yield the mountain's Tyees his tribute from the wave.

Here women of the tribe brought fruits and berries rare,
And many things of earth that the gods should have a share.
And when the tribes made pilgrimage they brought their chieftains fair
To feast and talk and dance and sing amid the mountains there.

There was high carnival and legend lingers yet
For festival and worship joined, when many tribes were met.
On the twilight atmosphere huge flames of fire arose
Making scenes as wierd and wild as sunset ever shows.

The Dalles Optimist recently said, "The Indians would not have been in the mess they are today if they had adopted more stringent emigration laws."

GEOLOGY OF WASCO COUNTY by Dr. Thomas Condon

Dr. Thomas Condon was professor of Geology at the University of Oregon and in the 1860's was the local Congregational minister (Biography on page 58) and Wasco county pioneer geologist who spent many years studying the geology of old Wasco county, and was one of the most outstanding geologists of the west.

The crust of the earth has written upon it and around it the facts of its history, if we would but study them. The layers of rocks are as pages of a book revealing the history of our world. The Rocky mountains show evidence of having been under the sea! The Oregon coast has risen out of the sea 210 feet at Cape Blanco and Newport. All of Oregon was once covered by water. The Blue mountains was the first to raise out of the ocean to form what we call Shoshone Island. The whole of Oregon is full of sea shells. The Cascade range was the next to rise out of the ocean forming what we call Shoshone Sound, a sea of ocean water protected by land. Camp Drake on Crooked river shows part of that old shore line and part of it is visible in the John Day valley at Rock creek and Spanish Gulch east of Camp Watson and at Bridge Creek and Canyon City. The Cascade mountains finally rose high enough to shut out the ocean. The melting glaciers of the Rockies then made fresh water in the area, which had 3 drainage outlets 1. the Colorado river, 2. the Columbia river, 3. evaporation of the Great Salt Lake and Nevada areas (also the Frasier river drainage area).

The Columbia river first became a series of lakes in a warm tropical country with palm trees, rhinoceros, alders, maples, elm, yews. At that time the Japanese current flowed across Alaska and upper Canada. Then came the lava flow periods. Near Sherars Bridge there is 27 to 30 well marked lava flows in an 1800 foot drop of the read from The Dalles to Canyon City. Each flow is separated by a layer of volcanic ashes of various thicknesses up to 30 feet! In the Bend area Ponderosa pines are growing out of ashes 20 to 40 feet in thickness. The ashes disappear 50 miles east of the Cascades. During these eruptions the ashes on the surfaces of the lakes covered the dead bodies of birds, fish, mammals, animals as the Silver Lake area shows best where deposits are from a fraction of an inch a year forming a total depth of 3000 feet.

East of Antelope on the old Dalles to Canyon City road near Cold Camp and Current Creek hill, the ridge offers a wonderful panorama view over potato hill. The Current creek hill is an elevated shore line from 1500 to 1800 feet above the bed of Shoshone lake. Current and Cherry creeks drained into the John Day and cut through those old lake beds nearly 2000 feet! Woodpile rock is very impressive as a basalt column of the area extending out of the old lake bed which contained fresh water shell fish. The sandstone beds indicate inflowing streams, long since dried up and its in these beds that we find the leaves, wood, bones, fish, shells, fowl which tell of the life of other periods.

The silica beds on 3 Mile creek, 3 miles south of The Dalles, contain minute shell fish, white like chalk, which will float on water and will make excellent polishing powder.

Near Mitchell on Bridge creek the table land is covered with a thin coat of soil abounding with sea shells! "I had always wondered why mammals had not been found closer to The Dalles?" (They have recently been found at English and in Standard Hollow). Sick and wounded animals came to water and died, their skeletons sinking into the mud where they were preserved with marvelous care for millions of years.

At The Dalles the ledge of stone from Mill creek to Chenoweth is a remnant of an old lake bed extending across the Columbia to the Klickitat mountain. There has been no violence here since the existence of that lake! The sand rock is used for building purposes. A fragment of a camel bone was found in one rock quarry of gray stone. The quarry was 300 feet above the Columbia river which means the river has washed away all the old lake bed, except the stone remnant. A fossil plant collection from The Dalles area included birch, acacia and oak leaves.

The John Day Valley fossils include arcedons, from the size of a coyote to an elk; rhinoceros in large numbers; elotherium (hogs); rabbits; squirrels; rats; leptomeryx (miniature deer); cats in large numbers and all sizes up to a cougar; dogs up to the size of Newfoundlands; split-hoofed horses from 5 to single toed and hoofs from the size of a dog to a donkey; camels of all sizes; elephants; bird bones including geese twice the size of the largest known today; 5 species of sea gulls; sloth as large as a bear; camels like llamas; bears; coyotes; gophers, otter, beaver, mammoths, horses, buffalo, mastodons. The mammoth have 4 large teeth which they shed at 2, 6, 9, 25, 50 and 100 years!

The glacial age ice plowed over the hills east of The Dalles when Mt. Mazama (Crater Lake) existed and this period followed the tropical period destroying the tropical animals and vegetation.

The mouth of the Deschutes was once 250 feet above its present level and the walls of the canyons contain bones, teeth, tusks of prehistoric animals.

The hills of 15 Mile creek, at the same level, are rich in geological finds up to 330 feet above sea level. (It was about 800 feet that Forest May discovered the Mammoth at English and about 1500 feet that Mr. Egbert found the Mammoth in Standard Hollow).

The Dalles to Canyon City road is rich in fossils. The first 80 miles to Antelope is over volcanic materials. From Antelope to Mitchell (and Fossil) is filled with animal and vegetable fossils. Chemical eruptions, in places, changed sand to sandstone; gravel to cement; clay to rock and petrified wood. At first the area had marine life and that was called the Eocene period. Then came fresh water, lakes and the warm period. Then there was fire, volcanoes, eruptions, earthquakes. This was followed by animal life of the horse and camels. Then there was more volcanic action with no life, but after which we again find the horse and mammoth.

The Cascades have a rise of 37 feet. Indians say the canoes of the olden days could be paddled from the mouth of the Columbia to The Dalles, under a great natural bridge at the Cascades. The great falls of the Columbia at Tumwater (Celilo) was about 80 feet which prevented salmon from going over them and made the ancient fishing village of Wishram (Spedis or Spearfish) a very important fishing and trading place. (Please note that Dr. Condon did not deny the existence of the Bridge of the Gods, rather he affirmed it).

Geology of Wasco County by Herbert Ed Merrow

Ed Merrow is known as the Flying Geologist of The Dalles, one of the many self educated amateurs who often contribute as much or more toward the advancement of science and wisdom as the professional. He is a native of Sherman county and resident of The Dalles since 1945.

In studying our geology one must visualize the lava outpourings which made our landscape followed by the big erosion task which created the lakes and the Columbia, Snake and John Day rivers. The rivers in those first days flowed to the south into Shoshone lake which reached from the summit of the Cascades to the Rockies and from the California boundary to the Okanogan mountains. Outlets of that first big inland sea and lake, after the rising of the Cascade mountain range, was the Colorado river, the Klamath river and evaporation. Gradually that lake became smaller and known as Condon lake extending from the Cascades to the Blue mountains.

Very few persons would guess that what is now Wasco and Sherman counties was once the bottom of a lake bed, which had no outlet for a long period of time and that the John Day river is older than the Columbia. The gradual lowering of Condon lake established our well known creek bottoms, White river and the Deschutes. This Condon-Shoshone lake was 2000 feet deep at first. The overflow of the lake cut the channel past Rowena through a fault, possibly after an earthquake which created the fault. This lake was called Lewis lake north of the Wallula Gap.

At the Cascades the earthquakes weakened the mountain enough to allow the waters to "seep through" as a creek (under great pressure) then a young river and finally a mighty stream with powerful destructive ability, which, together with more earthquakes, made the fissure greater until the great Shoshone lake was drained.

While this was occurring Mt. Hood was known as Mt. Snoqualami and extended down into the Hood River valley and to Lookout Mt. and it literally blew itself out of existence being later replaced by the small Mt. Hood cone. The Three Sisters and Broken Top were known as the one Mt. Multnomah before it "blew its top" leaving the 4 miniature snow capped peaks. Crater Lake was known as Mt. Mazama before it "blew its top". All those mountain peaks were around 20,000 feet in height and all were in old Wasco county limits. The explosion and disappearance of these great mountain peaks will give the student some idea of the great volcanic action and accompanying earthquakes that were taking place, and which helped drain old Shoshone lake by causing a crack, fissure or fault in the Cascade mountains near Bonneville through which the lake poured for many centuries. This also created the first "Bridge of the Gods" but there was no human eyes here then to testify to its existence. This was also referred to as the tropical age of Wasco county.

The ice age followed the tropical age. Whether this was due to a switch in the axis of the earth or other reasons, science has not agreed. But the ice age caused a Canadian obstruction in the channel of the Columbia river forcing it to detour down into Lewis lake through the Okanogan mountains, which no doubt was experiencing volcanic action helping to create faults in that area for the river channel. The Columbia in those days was 100 times the size of it today and with the aid of the ice could easily erode a channel at a rapid rate. As Lewis lake filled it overflowed through the Wallula Gap into the present Columbia river channel past the Horse Heaven Hills and Maryhill Gap. The Grand Coulee, near the Cheney divide, shows existing evidence of the Columbia when it was all of 10 times its present size and the battle it fought for ages with the basalt before it found its present channel. In those days it was like a "run-away ocean" with awe-inspiring power which we can hardly conceive of. The great "Yukon-like" ice thaws of a river 100 times the size of the Yukon, filled with ice, had terrible cutting and knife-like eroding powers which swept the channel clean. When basaltic obstructions dammed up the ice as it did at 3 miles, the river detoured over Bettengen flats, Thompson Addition, all the residential portion of The Dalles and Chenoweth areas, swept back where the Thornton-Foley lakes are and came out at the Country Club, eddied across Granddalles-Dallesport flats and down the channel to the "first Bridge of the Gods" tearing at the great mountain and gorge beyond the Cascades enroute to the sea. The sight would have staggered the imagination.

The high waters of the Columbia filled the gorge from the T.B. Hospital to a like distance up the side of Klickitat mountain (300 feet). This was possible because the long winters with 100 or more feet of snow and ice lasted 10 months and the intense hot summers of a possible 24 hour a day duration really poured the water down out of the mountains for 2 or 3 months. The old Condon lake bed edge at the T.B. Hospital, now seen as sandstone bluffs, is all that remains of silt and sand that once filled the gorge about straight across to Klickitat hills, before the Columbia river days.

Condon lake, named after Dr. Thomas Condon, Dalles geologist, was much shallower than Shoshone lake and smaller, being within the confines of the Klickitat hills on the north, the Cascades on the west, Mutton mountain on the south and Tygh ridge and the breaks of the Deschutes on the east. It existed before the Columbia river and was fed by the John Day river, a much older stream in this area than the Columbia. The John Day flowed into Condon lake through the Grass Valley Canyon and other channels since changed. Its tell-tale signs are the Shuttler or cement gravel pits it leaves wherever it has flowed. They are found at the Marsh gravel pits, at Fairbanks, English, Celilo, Dry Hollow & Scenic Drive, back of the Bettengen Flats, on the Old Oregon Trail near the McCoy place, on The Dalles to Boise Military road east of High Remington's, on Ward Hill, on Beacon Hill above Seuferts, on the Snoden road back of Lyle, at the Arlington airport, at Blalock, at Quinton. This would indicate many channel changes and more exploration would divulge more deposits such as those above Dallesport school.

The John Day cement-gravel and agate deposits were made solely by the John Day river at different periods. The Columbia river deposits are granite, quartzites and sandstone. The John Day gravels are in the Moody area at the mouth of the Deschutes and the whole northwest corner of Wasco county which includes the hill between the Columbia and 15 Mile creek from the Deschutes to Seuferts! That hill was at one time a part of Klickitat mountain, moved by quakes to its present location.

Dr. Thomas Conden said of this area, "A supply of volcanic compost greater than could be produced by all the fertilizer plants in the world was applied to our land in the form of ashes and molten lava, which cooled into porous stone of 200,000 square miles in extent and often as deep as 2000 feet! This lava and ashes crumbled into powder to make the wheat, bread and stock soil for us. This decomposed lava ash contains nearly all the elements necessary to feed vegetable life, and is the most lasting of all soils. It extends from the Cascade to the Rocky mountains. It is fragile and easily pulverized into soil and loam by water, weather, chemical. The soils of this region, including Wasco county, are vast and inexhaustable manure heaps which insure good crops of wheat and grass on the richest soil in the world."

Where did this lava come from? Geologic evidence shows the Klickitat Mountain, 7 Mile Mountain and all the hills and valleys south and west of The Dalles were formed by lava from Mt. Snoqualami, the 20,000 foot predecessor of Mt. Hood whose base was a part of Lookout Mountain and the Hood River Trough! To the east we always see Mt. Kloan that supplied the lava for much of the Deschutes and Sherman county areas. In the Indian reservation Mutton Mountain did its share. The Deschutes river was created when a fault movement crossed the Columbia fault near Wishram which "broke the back of Klickitat Mountain" and Gordon Ridge, allowing the Deschutes to flow past Kloan Mt. instead of using the old John Day bed down Grass Valley and DeMoss canyons to 15 Mile creek canyon and to the Columbia at Saufer's! We call the Klickitat hills or mountain a part of the Columbia Fault which also included 7 Mile Mountain and the Mosier and Bingen Mountains.

The Mill creek falls (117 feet) lava flow of the columnar formation indicates the flow was molten at the time it ceased, cooled from the top to the bottom, with no movement. The lava completely filled the south fork of the creek channel above the falls. Before the lava flow both the south and north creek forks were about the same depth. The Mill creek falls originally existed at or near the junction of the 2 creeks and cut its retreating way back upstream to its present location, - a colossal job of excavation when the creek was many times as large as the Deschutes river flowing directly off the glaciers of Mt. Snoqualami near Lookout mountain! Mill creek falls, even today, is a little gem of beauty and should be made into a State Park with access roads and trails.

The Wolf Run lava flows of upper 8 Mile are very interesting.

Old Slabsides near Rowena is a spectacular overthrusting rupture of the Ortlely fold.

Elephant Rocks in Owl Canyon, 2 miles west of Friend are startling basalt pumice formations of fantastic shapes of humps, pinacles and spires filled with odd shaped holes and caverns.

Graveyard Butte on White River, south of Wamie, is a volcanic vent worthy of study and visiting.

Sandstone Quarry east of the T.B. Hospital was the shore line of Lake Condon and the big Columbia.

Our Earthquake knolls around Wapinitia, Criterion, Shaniko and Kent, regularly spaced, from 4 to 5 feet high and 6 to 30 feet across, produced by severe earthquake shocks where the soil was not very deep and not too far from the mountain peaks, are a very interesting study of mine for 30 years.

The Bridge of the Gods:

The second Bridge of the Gods, the Indians all knew so well and tell us so much about in their many stories and legends which were bound in volume form by Fredrick Homer Balch, was caused by a vast slide on the Washington side of the Columbia which completely filled the gorge at the Cascades and created a lake about 300 feet deep which extended back up stream to Arlington. The river soon wore a channel thru the soft earth and rock leaving it arched overhead for an excellent natural bridge which existed for several hundred years. Its destruction was one of the last events in a long series of geology events, just before the coming of the white man and within memory of the oldest Indians at that time (1830-50).

Herbert Edward Morrow was born at Wasco, in Sherman county (1899) son of Harry E. and Nora (Root) Morrow, the elder Morrow being an 1883 pioneer postmaster of Grover and Nora was the daughter of Henry Root an 1883 pioneer of Wasco. Ed was educated in Sherman county specializing electrical engineering and mechanical drawing. In 1925 he went to San Diego and took up aviation and became a pilot. His hobby was the study of geology and he is known as the "flying geologist of Wasco county" by Phil Brogan, staff writer of the Oregonian. He is a student of geology and research in the Pacific northwest specializing in the Columbia river drainage shed and old Condon lake. He returned to The Dalles in 1946 after 20 years in the aircraft industry in California and is now a Wasco county road department employee.

He says, "I collect rocks and agates merely to have them about me for frequent inspections and study. There was never a time in my memory when a peculiar appearing stone did not receive considerably more than passing notice. As a toddler I collected "pretty rocks" from the creek. As the years passed my zest for collecting rocks kept pace. I did not have the opportunity to visit the best areas where collecting was really good. Rock collecting is one of man's oldest habits and many people have no idea why they do it. Others want rocks for their gardens, for study specimens or commercial purposes."

"I have a reverence for rocks. My search is in quest of answers about the Infinite Creator. Rocks tell me of His creations and the changes that have taken place down through the ages. Rocks are the file cards of our planet and possess startling secrets which man does not have the answer to. Rocks contain many mysteries of the Creator and His nature. The "living stone structure" represents an actual connection with the heated, live core of our planet, and should not be mistaken for the decomposed materials. These stones are alive in the sense that their atomic and molecular structure are alive with forces of chemistry and electronics! All matter has this force (the Creator) within it. The more we study the higher in wisdom we gain about our Creator and His ability to manifest Himself to each of us in a different way, and in countless millions of ways which we do not see, know or understand. That is why I am "reverent" over the study of rocks. I receive inspiration from within to "see" good specimens and "know" where to look for others. Other people have these same inspirations and powers for other hobbies and lines of work. We should spend more time developing these "God-given faculties" for the good of our fellow man. Rocks maintain a "stony silence" to most people but to me they reveal a beautiful story of Creation of our planet and its preparation by Higher forces for habitation by man."

VETERANS

First Dalles men served in the Cayuse Indian War of 1847-48 and were classified as Mexican War vets. Orlando Humason, father of Wasco county, organized a Dalles company of volunteers during the Yakima Indian War of 1856 (page 433). During the Civil War of 1861-65 several companies were stationed at Ft. Dalles (pages 422 to 424) which engaged in "mopping up" Indians campaigns and road building. The Modoc Indian War of 1872 was the last trouble with the Indians in which Dalles men participated.

In 1885 the J.W. Nesmith Post of Civil War veterans was organized in The Dalles and admitted to membership all Indian war veterans. Some of those old veterans were Daniel W. Butler, Amos Underwood, W.C. Gray, F.H. Kinney, C.G. Johnson, James Varney, Robert Risk, Jacob Fritz, R.J. Marsh, Fred Espling, W.H. Steel, T.F. Crum, A.E. Ingram, Wilson Jeffers of Mexican War, Dan Fisher, Daniel J. Cooper, J.M. Patterson, Nicholas Hoffman, Henry Stears, G.W. Montague, Tom Elton, W.A. Maddon, John Matlock, L.H. Nichols, Dan Daffron, W.G. Hubbard, Wm. E. McArthur, Dave Garrison, Earnest Hoague, Tom Gilmore, L.E. Fancy, E.B. Reed, A. Mowery, J.M. Roth, Peter Kinney, Burt Thurston, Chas. Hunt, J.F. Staniels, Isaac P. Joles, P.J. Hansen, T.J. Bagley, J.R. Booth, Dan Hulbert, George Livingston, John Erhart, Stephen Garcongne, T.J. Cartwright, F.F. Wickman, A.B. Mott, J.H. Larsen, James T. Hood, Frank Peabody, Joe Hill, Alexander Rogers, Cyrus A. Allen, Andy Allen, John L. Anderson, Samuel Ayles, Robert Butts, Capt. J.H. Baker, Heskiah Conklin, Dr. Polhemus Craig (Mexican), Anne E. Craig, wife Dr. Polhemus, was first nurse of The Dalles serving in Civil war, Milo M. Cushing, W.C. Condon, James Covington (Mexican War), Daniel Coon, L.A. Crozier, James H. Dunn, Florian Dehm, Michael Dimon, Jeremiah Doherty, Wm. Doak, D.O. Davis, Isaac Evans, Fred Esping, Maurice Fitzgerald, John Forkner, John Freeman, Col. N.H. Gates, John H. Gibson, John Gilhousen, Marshall Hill, Orlando Humason, Wm. M. Hand, Tom Hayden, Joshua Hardy, Mrs. Hardy was also a Civil War nurse, James T. Hood, Wm. R. Hopkins, James R. Hall, Hans Hansen, John Hartle, Ernest Hoage, Jonathan Hammond, Lewis A. Johnson, Wm. D. Jones, John Judy, Jacob Juker (Mexican), Bernard Korten, J.T. Lucas, Henry Learned, James W. Lemison, A.J. Linnton, G.D. Martin, Ewan L. McCartney (1870 Modoc War), John Meins, W.A. Maddron, John Mathews, John McNulty, Annanias McDaniell, J.W. Marquiss, Winslow S. Myers, Lewis Nichols, Peter Omeg, Mathew O'Connor, Nathan Olney (1847-1848-1856-1862-65) first citizen and merchant of The Dalles is buried in a forgotten grave in the old Masonic cemetery; B.F. Pike, S.B. Rose, Wesley Randall, Peter Ruffner, Royal Randall, Samuel L. Saylor, John F. Staniels, W.H. Steel, after whom the Steel road was named; Wm. E. Sylvester, John Y. Todd IOOF Cem. 3000 (see story under Todd); James Thomas, John S. Turner, Adolph Ultrich, General James A. Varney, Henry Vogel, Henry Whitmore, Tom Wardell, Henry Whitaker, Arthur Walker, Loomis Wirt, J.A. Wilson, John Wood, George Wood, Andrew Nish, last Civil War veteran.

During the Spanish-American War The Dalles Co. L. volunteers were: Don C. Allards, Max Bartell, Wm. Brown, Ernest Ballards, Alexander Bonner, Wm. Bonner, Henry Bolton, John Burns, Loren Chapman, Wm. Cooke, Avery John Cooper, son of D.J. (above) who made the army his career and was a WW1 and WW2 veteran; George H. Dufur, Walter Dickey, Ora DeAtley, James Elton, Wm. (Billy) Fields after whom the Spanish War veterans' post at The Dalles was named; Seneca Fouts who afterwards became a Portland attorney; Harry Freden who went to Sacramento; Frank Friedley who now lives in Salem; Fred Hillert; Chas. F. Kennedy who now lives in The Dalles; C.S. Lowe, Wm. O. Lee, D.J. Kretzer who went to Spokane; Edgar Lemison rural mail carrier here who transferred to Fresno, Calif; Wm. Lukinbeal; A.E. Martin blacksmith of Maupin; Wm. S. Norman, Fred Petzold of Portland; Walter Reavis lived in Portland; Carlton Sanders went to Michigan; Guy Sanders, Tom Smiley went to Carson, Wash; Jesse Stilwell lives in Yakima; Arthur Stubling Dalles athletic coach; George Starr retired Dalles railroader; C.E. Tiernan; Benj. F. Ulrich of The Dalles; J.C. Uglow stayed in Manila; Chas. F. Wagner became a local railroader; Henry Zirks street-carried in Tacoma; Wm. Baker was a farmer of Mosier; Louis Chase, Isaac Turney, Kenneth Warner, John Williams, Jacob Bins Dalles farmer; George Hackathorn, W.H. Hannon went to Madras; Ole Jensen with Co.M; Claude Plank with Co.K. James B. Kirk enlisted from Portland and served in the navy; Jay Saltzman, Nelson Van Orman, Chas. Wagner, Adolph Agidius, Wm. Blair, Ed. Kehrein, Ed. Maynard, Monroe Davis, Henry Gates and others we have no record of who lived in The Dalles. At Maupin was Jim Chalmers.

During World War 1 the records of Wasco County Clerk's Office show 1025 men were drafted or served during that war period from April, 1917 to October 1919. This list being on file in Wasco county records will not be duplicated on these pages except for War casualties.

During World War 2 between the official war dates of December 7, 1941 and September 2, 1945 we know that approximately 2500 men and women served in the armed forces of the U.S. but there is no known records available as to who those men and women were. In April 1952 we requested the local selective service board secretary to make inquiry of the Oregon state director of selective service Salem, whether a list of WW2 veterans of Wasco county was available or not? The reply was:

"The information requested by W.H. McNeal of your city is of a type that is not available."

"Data pertaining to WW2 veterans would have to be prepared in roster form and information for each individual entry would have to be obtained by searching each individual cover sheet of former Wasco county registrants under the selective service Act of 1940. The other source would be our entire State-at-large file and gathering this information would consume a considerable period of time which is not now available to the small clerical force now employed in the records depot." Signed Lt. Wm. E. Detlefs.

Korean War Veteran Data is not available for the reasons given in the above paragraph. An appropriation from the legislature would be necessary for a roster of Oregon veterans. About 1000 men have so far been taken for service in the Korean war which started in 1950 and will probably go on into WW3. The casualty list, as published in the press, is the only records kept. Service for war is no longer news to the press. The U.S. has participated in 176 campaigns, wars, insidents and insurrections since 1776!

MEMORIAL LIST OF WASCO COUNTY VETERANS

- AUSTRANDER, Amos; died in service during WWI.
- AGATHA, Ernest; missing in naval action in Feb. 1945; wife Vearlie lived in The Dalles.
- ANDERSON, Willard; Pvt.Co.E.9 Inf.2 Div; killed in action by artillery shell Oct.7,1917 was buried in France; son John L. of The Dalles. Willard Anderson Post, Veterans of Foreign Wars was named for him.
- ADDINGTON, Floyd S.killed on U.S.S.Jarvis at Guadalcanal Aug.8,1942; from Maupin.
- BARTHOLDI, Cyril killed in Korea Sept.26,1950 son of John & Marie Bartholdi of Dalles.
- BARNETT, Leland; died in naval hospital at Oakland, Cal.Apr.27,1945 of leukemia.
- BEHMER, Lloyd died in army hospital at Modesto, Cal.in Apr.1944 after 2 years overseas.
- BRIGHTMAN, Gerald army Corp.killed in Holland Sept.9,1944;attended DHS;Mrs.Gorton,mother.
- BLACKLEY,Wm.W.Lt.army killed Europe Sept.7,1944; father Wm.Blackley lives in Dalles.
- BOBISED,John killed in naval auto accident Oct. 25,1951 in Tenn.Grad DHS.Son Vit of Dalles.
- BOHLENDER, Chester lost over Germany Mar.3,1945 as B-17 gunner with 8 Air Force.
- BROOKHOUSE,Maurice Army Air force lost over Germany May 1945; graduate of St. Marys.
- BROGAN,John T. army air killed at Brookdale, La. Sept.11,1944. Shock killed mother Sept.12, 1944 leaving 9 children. From Antelope.
- BUTLER, Shirley killed hunting in Germany 1946. Was only son of Ivan of The Dalles.
- COOK, Wm. of Ridgeway died flu in WW1.
- COOPER, Col.John vet of Spanish WW1, WW2 died Oct.23,1944 at Los Angeles after 47 years service. Son of D.J. of Fairbanks.
- COOPER, Capt.Robert died a Jap prisoner on the Bataan Death March; son of John(above).
- CONFORD, Russel army air corps killed Dec. 8, 1941 in Philippines.Mother Mrs. Geo. here.
- CRABTREE, Dean killed in army plane crash Jan. 26,1944 at Phoenix, Ariz. From Maupin.
- CALKINS, Delbert died a Jap prisoner of war.
- CREASON, Everett LeRoy killed in auto wreck near Marysville, Cal.July,15,1952; attended DHS was German prisoner 3 years; in air corps.
- CRAFT, Wm.H.killed on Italian front May 17,1944. Mother Mrs.James Trotter, Stockton, Cal.
- DALYRIMPLE, John killed in France in 1918.
- DAVIS, Norman P-51 pilot lost over Austria on April 2, 1944; grad. of DHS; parents here.
- DANIEL, Floyd naval air Ensign killed in plane crash Feb.7,1943 in Florida; attended DHS; father Floyd at Hermiston.
- DAVIES, Jerald M. Capt.495 air squadron killed over Germany Sept.10,1945; grad. D.H.S. son of I.C. Davies Dalles druggist.
- DURFEE, Warren E. killed in Europe Sept. 1942. Attended DHS. Parents in Dalles.
- ERWIN, Ralph, Tail gunner on Barrel House Bessie from Basin St. a flying fortress riddled with bullets and fell into the English channel on June 14, 1943 burning and exploding.
- ENDICOTT, Leslie army Lt. killed in France July 15,1944; attended DHS; Union Oil employee.
- FIELD, William died of disease in Philippines in 1898. Spanish War veteran post named for him.
- FRALEY, John D. died at Ft. Lewis in 1917 son of John and Lillie of The Dalles.
- FRASER, Don of Maupin killed in army in WW 1 in an air plane accident.
- GALLAHER, Winston Sgt.marines killed at Baugainville Nov.2,1942; attended DHS; son Blake on R.4.
- GABIE, Lee Army Pvt. killed France July 23,1944; wife was daughter of Joe Geiger; AAA clerk.
- HADLEY, Hugh Navy Cmdr. killed Guadalcanal Sept. 5, 1942; attended DHS; naval academy grad. 1918; WW1 & WW2 vet; family at Coronado, Calif.
- HAAS, Warren(Bud)Army Air Sgt.killed on Luzon March 19,1945; attended DHS; son Val of The Dalles.
- HAYNES, Army Air Sgt. lost over Germany Feb.23,'44.
- HANGEN, Elvin of Dufur killed in WW1.
- HERTZLER, LaMar; naval aviation killed in Florida in Jan.1945 after 18 months overseas; grad.DHS 1942; mother Mrs.M.E.Hertzler lives in Portland.
- HINES, Ray Army air corps; killed over Germany March 23,1944; mother Lillian Wing lives in Dalles.
- HOYLE, Jack Naval Sea. lost in Bataan Death March.
- ISOM, Forest of Mosier died in France in 1918.
- JUDAY, Ray,Army Pvt.killed in Korea July 27, 1952 by shrapnel; attended DHS; father Benj. of Dalles.
- JENSEN, Dale marine Pvt.killed in Korea May 24,1952; attended DHS; son Ellsworth Jensen of Dalles.
- JONES, Terry of Wamic died pneumonia in WW1,France.
- KILDUFF, Francis of Maupin drowned in army training in 1945, buried in Cal.info.by Lottie Donaldson.
- KIMBELL, John of Mosier killed in Okinawa invasion May 4,1945.
- KAUFMAN, Loren army Sgt.killed in Korea March 1951; awarded Congressional metal for action 9/6/50, in wiping out an enemy village single handed.
- LEABO, Donald;Navy Tech. lost in typhoon Dec.18,1944 which sank Destroyer Hull in Phillipine area; grad.DHS 1936; at Wake,Marshall's,Marianas,Attu, Kiska; son M.C.of Dalles & 8 Mile.
- LUCAS, Robert Army Sgt.killed at Saipan invasion.
- LEGGETT, Henry of Dalles killed in WW1.
- LCMBARD, Clyde died of flu in army in 1918.
- MAY, Louis Army Lt. of Dufur killed France July 19, 1944; wife Zetta(Heisler)May; fa.James Payette,Ida.
- MARTIN, Percy C Jr.of Friend; marine Pvt. killed at Iwo Jima invasion Feb.21,1945; parents at Friend.
- MCGUINNESS, Chas P. Army Pvt.killed at Okinawa invasion June 22,1945;1944 DHS grad; son of Chas.
- MCCAULEY, Vernon Army Lt.killed in plane crash on Mt. Marion(Cal)Dec.19,1940;grad.Dufur HS;son George.
- MEACHERN, Jack Lt.Dalles Co.H.186 Inf.41 Div.killed in New Guinea Aug.30,1943;family in Dalles.
- MCKINNEY, Chas Wm.Navy Sea.killed in car accident enroute to father's funeral at Arlington, double funeral held Aug.2,1943; from The Dalles.
- MCNAB, Wm.Army Lt.Pilot B-17 lost over Germany in Dec. 1944; grad. St. Marys 1942.
- MAJORS, Robert F.Marine Lt.of aviation killed in Philippines April 1945; grad DHS; from Dalles.
- MESSINGER, Geo.Wm.Naval Sea.killed Nov.1942; left wife Juanita and mother Mrs.A.L. Messenger.
- MILLER, Wm.E.Naval Lt. lost in action in 1944; son of Harry Miller of Dufur.
- MULKINS, Wm.D. Lt.Air Corps lost in Korea May 1952; son of Herb & Alice Mulkins of Dufur and grad.of Dufur HS; awarded distinguished flying cross.
- NELLOR, Robert Naval aviation, killed in Gilbert islands when ship Lipscombe Bay was torpedoed Nov.24,1943;grad.DHS;son Chas of Bothell,Wash.
- NELSON, Richard died in Army hospital in 1951.
- NICHOLSON, John of Boyd killed in WW1;son Chas.
- NICHOLS, Ross;army Pvt.hospital corps died at Attu April 1943; son Bertha; brother of John, Wasco Co. engineer; family given no reason for death; was buried at Anchorage, Alaska.

NITSCHKI, Fred died in army in France in 1918.
 OATS, George F. army Sgt. killed in Africa April 29, 1943; grad DHS 1923; son of Minnie Wyss.
 O'FLAHERTY, Henry Pvt. Dalles Co. L. died of smallpox at Cavite in 1898.
 OLNEY, Nathan was Cayuse, Yakima & Civil War vet first resident & merchant of The Dalles was killed as an army Indian scout in 1868 and is buried in the local Masonic cemetery.
 OLIVER, Clifford Sam; army paratroops drowned in night plunge into Chattahoochee river near Ft. Benning, Ga. Sept. 1942; attended DHS.
 PAQUET, Earnest of Wapinitia died pneumonia in WWI; family lived in Paquet Gulch.
 PARKER, Herbert died of heart trouble in WWI.
 PHILLMEE, Holly A; army Pvt. of Dalles Co. H. died pneumonia at Camp Lewis January 1941.
 POLF, Chas; army Pvt. killed in Europe in May 1945; mother at Prosser, Wn.
 PALMER, Elliott; army Pvt. killed in Italian invasion Nov. 19, 1943; first Wasco county Indian killed; mother lived at Spedis, Wn.
 PILLARS, Don; naval elect. killed in Philippines Oct. 20, 1943; attended DHS; worked at Wasco Mill; wife Winifred (Hust) Pillars.
 ROE, Dan; army Lt. killed in Belgium 1/4/1945.
 REARDEN, Frank; army air Lt. killed over Formosa in April 1945; grad DHS; son of Frank.
 RISEN, Jim; army Pvt. killed in Germany Dec. 10 1944; was from Maupin.
 RUBARRH, Chas. R. Pvt. Dalles Co. L. was killed at Malabon in Philippines in 1898.
 SCHERRER, Walter died in Navy during WWI; son of Marcus and had 6 brothers in WWI.
 SANDERS, Geo. F. died in France in 1918; son of Dr. G. E. Sanders of The Dalles; brother of Art & Bob; buried in Arlington Ntl. Cem.
 SELICK, Lyle; naval aviation cadet; died of a sinus operation in naval hosp. Corpus Christi, Tex. Nov. 1942; grad DHS 1939; son of Howard.
 STUDER, John W. died in South Pacific in Nov. of 1943; son of Grover Studer of The Dalles.
 SMITH, George of Tygh died of pneumonia in WWI.
 STEWART, Andrew; army Pvt. died of Italian campaign wounds in army hospital at Martinburg, W. Va. in Oct. 1944; worked at Pastime.
 SWANTEES, Paul; killed in action on Guadalcanal in WW2; was from Mosier.
 SCHMIDT, Gene; army Lt. air corps killed by flak over Germany Nov. 2, 1944; grad. DHS 1942.
 SCHUNKE, Richard Wm. Jr.; killed in St. Paul ship explosion April 21, 1952 near Komo in Korean waters; grad. DHS 1951.
 STARKEY, Royal died a Jap prisoner in 1942 at Camp Cabanatuan; son of Mrs. Lee Starkey R. 4.
 SENSCH, Max; died in Army in WW2.
 SWANSON, Capt. Tom; killed in France July 13, 1944; grad. DHS; son of C. R. Swanson of The Dalles.
 STARK, S. F.; naval Lt. lost on destroyer Monahan in Typhoon of Dec. 18, 1944 in Philippine area.
 STRAHM, Clifford died in Alaska in WWI.
 STONE, Kenneth; army Corp. died in The Dalles on furlough for disposing of drug business in 1942; grad. DHS and son of Dr. A. B. Stone.
 TEETERS, Shelby; army Lt. with Dalles Co. H. 186 Inf. 41 Div; died of wounds on Biak island June 27, 1944; grad. DHS; son of Shelby Sr. of Dalles.
 TILLMAN, Wes; army Pvt. killed on Okinawa May 4, 1945; raised by Lawrence Malcolm family R. 4.
 WATTERSON, Tom; gunner on dive bomber killed at battle of Palau March 30, 1944; attended DHS and St. Marys; son of Marion of The Dalles.

WARD, Fred of Boyd died in naval hospital in WWI.
 WRIGHT, Joe; army T4 killed on Italian front June 14, 1944; was in N. Africa, Bizerte, Carthage, Oran, Tunis and Casino campaigns; was bartender in the Horn before induction.
 WINNETT, Leonard; army Sgt. killed on Palau in 1944; was son of Ira Winnett of The Dalles.
 YODER, Chas; naval seaman; killed in South Pacific in December 1944; employed by Arden creamery.
 ZIRKA, Henry; Pvt. Dalles Co. L. and also a WWI veteran who died in France in 1918, was also buried in France.

The above Veterans Memorial List contains the names of 105 men whose lives have been sacrificed to the God of War, from Wasco county since 1848, out of a total of approximately 5000 Wasco County men who have seen military service in our 100 years of history! This should be lesson enough to us that war is no solution to our problems.

1. What father, mother, wife or sweetheart would not give ALL their worldly possessions to have one of these dear ones back in their family once again?
2. Which one of these wars that took these lives were actually justified?
3. What problem did any one of these wars solve for us? in terms of the world Communist problem we face today?
4. What solution will WW 3 bring if we fight a 3rd World War? Will we be world policemen?
5. Will we ever become big enough to turn from thoughts and actions of war to thoughts and actions of peace, love, harmony as a solution for problems?
6. When, if ever, will we learn to put ALL our trust in our Supreme Creator, Heavenly Father and sustainer of life and none in our guns of war?
7. When, if ever, will we be able to treat other human beings as brothers and sisters, sons of the Supreme Creator same as we are, instead of bombing them out of existence because they may have ideas different from ours.
8. How big is our budget for peace?
9. How large is our army for peace?
10. When will we offer Peace Scholarships in schools?
11. When will Peace Universities replace War colleges?
12. When will Congressional Metals be given for Peace efforts?
13. When will a diplomat of Peace be proclaimed by the nation like we proclaim our war lords?
14. When will newspapers, magazines and radio give as much space to peace efforts as to war efforts?

A study of our history indicates we will have to go through another war to have Peace ideas "blasted into our heads" with atomic weapons before we will be able to see the fallacy of war, as a nation.

Selfishness has to be replaced by love. We teach and practice selfishness 5 to 6 days a week in our schools and businesses and business transactions and go to church 2 hours a week thinking thoughts of love toward our fellow man!

Most people prefer to wait for death before giving up their worldly possessions "for a better and higher life." They don't really want conditions on earth as they are in Heaven, despite their prayers!

Selfishness is the root of all evil and is the factor that has lead to these wars and deaths.

Veteran Stories

Nathan Olney, first citizen and merchant of The Dalles, as we stated on page 443, was a Cayuse Indian war veteran of 1848, a Yakima Indian War veteran of 1856 and a Civil War veteran scout, having organized one scouting company at The Dalles for service in the John Day country in 1864. Nathan Olney came from a good Rhode Island family and was a graduate of Yale University and came west with Joel Palmer and Samuel K. Barlow and helped open the Barlow road and according to the Times-Mountaineer of 1889 he had fallen in love at school and came west to make his fortune with the intention of returning to marry his sweetheart and "live happy ever after." However he waited a little too long and his sweetheart married another man! Nathan Olney never recovered from that blow. In his expeditions against the hostile Indians he was always out in front, sought out the redmen and carried the fight to them.

On the Walla Walla campaign with Orlando Humason's Dalles Co. B. Nathan Olney was the Indian Agent. On the road between Wallula and Walla Walla they met a band of Indians who invited them to supper. Olney "smelled trouble" and halted the men for the night at a cold camp in the snow. The next morning they inspected the bluff above the trail to the Indian camp and found it lined with loose rocks for several miles, which the Indians had ready to roll down upon The Dalles men. Later that morning when they did come to the Indian camp there was no food; but The Dalles boys were known as "the 40 thieves from The Dalles" and they found the Indians had caught their food under their fire places, dug it up and had a fine breakfast!- and found enough wheat to feed their horses a good ration! They burned what they couldn't consume or take with them.

In camp that night the Cayuse Indian Chief Pon Pon Mox Mox made a break for liberty but was caught and bound. Later the same night he made a second break for liberty and was shot to death. The Dalles boys carving ears, fingers and toes for trophies. They fought a 2 day battle with the "friendly Indians" routing them and burned their main village of 500 houses (wig wams) leaving the Indians homeless in 15 inches of snow and 27 below zero weather. The Dalles boys went into winter quarters at the Walla Walla Whitman Mission. Nathan Olney was credited with saving the lives of The Dalles company and Ambros Underwood, later of Underwood, Wash. who came to The Dalles in 1852 from Cincinnati where he was born in 1834, - was credited with being the hero of the Walla Walla 2 day battle.

After Nathan Olney's sweetheart married another he shunned white women and took an Indian for his wife. He lived with his Indian wife at The Dalles until it became settled (1847-1865) and was legally married to her soon after Wasco county was formed in 1854. For a time after 1865 he moved with her to the Yakima Indian reservation. He was mortally wounded by an Indian arrow, according to Dr. T.E. Griffith, as a scout with the army in the coast campaign against the Indians in 1868 and is buried in the old Masonic Cemetery in Dry Hollow.

Billy Fields

Wm. (Billy) Fields of Missouri (B1879) was The Dalles boy after whom the Billy Fields Camp of Spanish-American war veterans was named. He gave his life as a hospital orderly nursing the sick with The Dalles Co. L. in the Philippines in 1898. The family operated a dairy on Chenoweth creek at the time Billy enlisted and later moved to Portland and back to Wild Horse creek near St. Louis. Billy was only 19 at the time he enlisted and became the bookkeeper for Co. L and was later assigned to the hospital corps. He overworked himself, taking care of the sick and wounded, and become so run down that he was an easy victim of fever soon as his temperature reached 104 his body simply "burned up." The remains was sent back to the states and later buried on the Coleman Plantation on Wild Horse Creek near St. Louis, Mo.-- Lulu D. Crandall.

Ben Ulrich and His Dog Tip

Ben Ulrich was another one of The Dalles boys who volunteered with Dalles Co. L. for service in the Spanish-American war in 1898 but Ben also took his little dog Tip along with him was "company mascot." He (Tip) served with Ben and The Dalles boys the full 4 years in the Philippines. Tip's outstanding exploits was catching chickens for the ever hungry men and was a very dependable "watch dog" at night, never permitting a Spaniard or Philipino to "slip up" on any of The Dalles men. When the boys of Co. L came back home Tip became the most favorite dog in The Dalles and his photo was published sitting on the American flag. Tip seen service in all the battles and engagements and was listed as a "regular soldier" in the U.S. army and recieved a discharge same as the other boys when they were mustered out, according to the Adjutant General's Orders at Salem.

Ben Ulrich was born in Iowa (1872) son of Adolph and came to The Dalles with his parents in 1889 where he and his father and brothers Wm. and Julius engaged in the cigar making business for a time and then homesteaded on the north fork of Mill creek about 5 miles above the forks. Ben had a good cigar making business and made and sold the "mascot brand" the label of which carried the picture of Tip. It was a 10¢ cigar, equal to 25¢ cigars of today. The cigar factory was on Court between First and Second. The tobaccos used were imported Havana and Sumatra, some Zinamer and Spanish. The campaigns in which he and tip served were Cavite, capture of Manila, Pasig, Calcoocan march, battle of Malabon, battle of Polo, fight at Block House No. 2 at Tondo, the Santa Maria campaign, the San Isidro campaign, the Monong campaign of 1898-1899. Ben's sisters were Emma, Clara and Urna.

Willard Anderson

Willard Anderson, after whom the Willard Anderson Post No. 2471, Veterans of Foreign Wars of The Dalles was named, was the son of John L. Anderson (biography on page 380) Civil War veteran of The Dalles; and he enlisted March 29, 1917 at Yakima, Wn. as a private in Co. C 2nd Reg. Washington National Guard guarding bridges and coal mines until Aug. 17, 1917 when he was discharged from the guard and drafted in the U.S. army, was immediately transferred to Camp Mills, N.Y. for battle training and was shipped to France in December 1917 with Co. E 141 Infantry 41 Division. In June 1918 he was transferred to Co. C of the 9th Infantry, 2nd Division, serving at Chateau Thierry until July 9 when they went into reserve. On July 16 they embarked in a French cannon train at dusk and by morning found themselves near Pierre

Fonels at the Villers-Cottets forest, without rest or food except for hot coffee. Next morning they made a surprise attack at Chateau Thierry forcing the Germans to evacuate. On July 18 the artillery softened up the German lines for an attack which lasted till 8:30 when Vierzy was reached. A second attack was made that evening at 10 P.M. and on the 19th they were given their first hot meal in three days. The regiment was awarded the Croix de Guerre with a gold star for the offensive advancing about $\frac{1}{2}$ mile and took 2700 prisoners, 12 cannon and several hundred machine guns. They were moved to Rethemil for rest until July 25 then moved to Nancy to relieve the French 261st infantry at Marbachs, a sector for training replacements they received and drilled until Sept. 1 when they went by truck to Bois de Minowville as reserves and went into the trenches on Sept. 11. The next morning at 5:30 the attack started. The objective was reached at 1:10 P.M. On the 13th they made another advance and on the 15th was relieved and went to Toul. On the 25th they entrained for Chalons district. The night of Oct. 1 they went "over the top" and by the third had taken their objective against heavy machine gun fire and held against heavy counter attacks and artillery fire. The fighting continued heavy.

On October 7, 1918 Willard C. Anderson was killed by artillery fire, near the Champaign district northwest of Rheims. What remained was buried in grave 84, section 98, plot 2 in the Argonne American cemetery 1232 Romagne-Sous-Montefaucon Mewe, France.--Data by Burt M. Anderson, Seattle, Wash.

Death of Jack McEachern

Jack was a lieutenant in Dalles Co. H., Oregon National Guard during World War 2 with McArthur's long slow road back to Tokio. In July 1943 Jack was attached to Co. M. as forward observer for artillery fire, directing by phone the artillery and mortar fire on the Japs and he had to be in a position to see the Japs, a dangerous mission. On August 18 a Jap mortar lit within 4 feet of him and exploded. Fragments struck him in the right arm and left shoulder blade. He was given instant medical attention and evacuated to the base hospital where his wounds were healing nicely and suddenly he died. It was found that a small chip of shrapnel was embedded in his heart and was not disclosed by X-Ray. The pumping action of the heart moved it to a vital spot. He was buried at Oro Bay, New Guinea.--Chronicle 1943.

Death of Winston Gallaher

Winston Gallaher was serving with the 2nd Paratroop Battalion of the 1st Marine Paratroops in the New Guinea campaign and was in charge of a detail of 5 men to get a message to their Higgins boats, across a river and down the coast which had brought a raiding party on a Jap garrison of 3000 men. Winston crossed the river and reported the presence of Japs and signalled the boys to bring their guns and come on over. They had to go up stream about 4 miles to get across and by the time they got back to where Winston had given them the signal, the Japs had killed Winston. Their squad passed through the Jap camp and believed they killed Winston's killers and some more Japs besides, then beat a hasty retreat toward their boats where the company withdrew after successfully completing their mission.

--Chronicle January 7, 1944.

Leo Smith's Trip to Palestine

Leo Smith was attached to the 62 Air Service Group, 58 Air Squadron stationed at Bengasi in Lybia, North Africa and flew to the Tel Aviv airport from which they took Red Cross busses for the Holy Land tour over the road to Jericho, through the mountains of Judea to Jerusalem. Just out of Jerusalem was the Garden of Gethsemane and the church of all nations. He says, "In the garden we saw the Tree of Agony where Christ wept over the fate of Jerusalem. Inside the church of All Nations is a rock upon which Christ is said to have been praying when he was betrayed to the Roman soldiers. There are 14 domes in this church each given by a different nation. At Bathany is the house of Mary and Martha. There are sections of the walls of Jericho which have been dug up. On the Dead Sea are many salvage plants to reclaim minerals from the waters which is 29% minerals. At Bethlehem we passed the well where the 3 Wise Men saw the star and saw the place where David slew Goliath. The Church of Nativity is the main church of Bethlehem with chapels for all creeds. In the Grotto there is a silver star over the spot where Jesus was born. A beautiful marble manger replaces the original manger. In the Catholic chapel we were stunned by the beauty of the statue of the Virgin Mary, carved from silver, studded with jewels. She looks as if she were about to speak! A doll in the chapel depicts the birth of Christ.

"We were shown the spot, on the Road of Sorrows, where Christ was sentenced to wear the crown of thorns. We saw where Christ fell from the weight of the cross, saw where St. Veronica wiped the blood from his face, where Christ fell a second time and where Simon helped him carry the cross. The church of the Holy Sepulchre is something which surpasses ones wildest dreams of beauty. Here are the places of Christ's crucifixion, burial and resurrection. The first church was built there in 326 A.D. and destroyed in 614. The present church was built by Patriarch of Modestus and contains many graves of Crusaders. As one passes from room to room and up to the foot of the cross, we seen the marks of the crosses of the thieves. In a little alcove is a statue of the Virgin Mary. Gifts amounting to 12 million dollars are in a glass case with the statue.

"We saw the place in the wall where the cross of Jesus is hidden. Everything is left as near as possible in its true state. We were ushered into a study where we had a chat with Reverend Guardian and Superior of the Church of the Holy Sepulcher and where each of us was presented with a certificate to show we had made the pilgrimage. We passed between pillars supporting the great dome under which is the tomb of Christ! This part of the structure was being strengthened against earthquakes which are common in that country."

This 2000 mile trip (both ways) cost the boys less than \$200 and would now cost about \$2000 each. Leo Smith is the son of Karl Smith and Julia (Jackson) Smith who came to The Dalles from Missouri in 1917. Leo married Marie Thomas, daughter of Fred Thomas 5 Mile farmer and their children are Sheron, Daniel and Charlie. Leo Smith is a Dalles post office clerk.

There are many other fine war veteran stories which we hope to see gathered and published in the local papers from time to time. The above are among the most interesting that have been called to our attention. Good factual stories like these are always in demand.

KLICKATAT COUNTY

We are making no effort to give any complete history of Klickatlat county but there are a few things of interest about our neighbors across the Columbia in Washington, we should know more about. Fred Smith, pioneer stockman of Dallesport, loaned us his History of Klickatlat County from which we quote:

Klickatlat county was established in 1859 as Clickatlat county. The state of Washington was created in 1889. First settler was Erastus Joslyn at White Salmon in 1852. The 2nd settler was Alonzo Curtiss at Dallesport in 1858 and Mortimer Thorp at Goldendale the same year. Some of the 1859 cattle owners were Willis Jenkins, Ben Snipes and Wm. Murphy of The Dalles, partners, who had a ranch near Prosser in 1869 called Snipes Mountain; John and Tom Burgen, Lewis Parrott and John Golden of Goldendale. The first grain was grown in the Goldendale valley in 1861 and a sawmill erected near Goldendale in 1860. The Umatilla ferry was established in 1863 and the Maryhill (Columbus) ferry in 1868 by Wm. Hickinbotham. The road from Columbus (Maryhill) to Goldendale was built in 1860. The black cricket plague (1864-1870) made settlement impossible until March of 1870 the hills were covered with them and an early snow fell to kill them all and they have never returned! Chamberlain Flats was settled by Tim Chamberlain 1861. Pioneers say that when Ben Snipes first ran cattle in Klickatlat county that he claimed all Washington territory east of Vancouver and north to Canada (1859) but that he never had a deed to any land until some years later (1869). The deep snows of the winter of 1861-62 wiped out everything he had this side of the Okanogan mountains and that Klickatlat mountain had so many dead cattle on its side, when spring came, that a man could walk up the mountain side (4 miles) without touching the ground! He lost thousands of head by not having any straw or hay to feed them.

DALLESPORT

Dallesport, scene of the building of The Dalles Dam, was in 1859 first called Rockland, so named by the soldiers of old Fort Dalles who had to build the first road from The Dalles over Klickatlat mountain to Ft. Simcoe in the Yakima Indian reservation; and by the soldiers of the Yakima Indian War of 1856. The name was changed to North Dalles by Rev. O.D. Taylor when he platted the beautiful, but non-existent, city there in 1890. Early settlers changed the name from Rockland to Granddalles, after the big Granddalles rapids in the Columbia at Spedis (Spearfish), (from which The Dalles also takes its name) because the latter name was more "dignified." The Rev. O.D. Taylor in 1891 adopted the name Grand Dalles for his paper city, which name prevailed until the coming of the railroad in 1907 which adopted the old Granddalles name. Since Dalles City established their air port over there Lew Duncan and other Dalles businessmen had the name changed to Dallesport.

Alonzo Curtiss

It was in 1858 that Alonzo Curtiss first settled at Rockland (Dallesport). He was born at Granville, Mass. the son of Samuel and Sallie (Fairchild) Curtiss and went to Ohio in 1851 where he learned the carpenter trade. He came west by boat in 1853 and to The Dalles in 1855 filing on his claim at Dallesport in the fall of 1858, then called the Rockland Ferry Landing. He eventually acquired 4000 acres at Dallesport. He did carpenter work on old Fort Dalles for 3 years, rebuilding the garrison after the old log garrison burned. He remained as a civilian guard at the fort during the Yakima Indian war and was owner of the Watcher hotel here in 1857. Mr. Curtiss went to Dallesport the year before the county was organized. In Nov. 1858 he returned east by boat to Los Angeles and by stage across the U.S. to Hillsboro, Illinois to marry his sweetheart Lizzie Gould. The stage journey east was so rough and hard that they decided to return west by boat. In 1889 Mr. Curtiss erected the Diamond Flour Mill at 710 E 2nd street at a cost of \$40,000. His wife was the daughter of John and Anna Gould of Ohio and their children were: 1. Joseph who died single; 2. Leon who operated his father's mill and farm after the elder Curtiss died in 1913 and 3. Jennie (Mrs. James Snipes) The Dalles who had business connections with the mill. Mrs. Curtiss died in 1916.

Old Timers

The Dalles ferry was established by James H. Herman in 1859 and it was said that his first passenger was John Golden who founded Goldendale. It is interesting to note that that first ferry was a sail and oar operated ferry. On windy days the sail would propel the ferry across the river, it being steered by oars. On still days oarsmen had to row the ferry across the river. The captain or owner operated the steering oar, his deckhand operated the other rear oar. The passengers were required to operate the 2 forward oars and "work their way across the river." Those first ferries could haul 2 wagons and their teams. Alonzo Curtiss was one of the early owners of the ferry. Traffic was not very heavy in those days and the ferry was operated only once or twice a day. Foot passengers used a row or sail boat, as did saddle horsemen, who left their mounts at Rockland.

Matt and Martha Gilmore, 1848 emigrants who came west with that FIRST wagon train led by Dr. Marcus Whitman were early 1860 settlers at Rockland and had a family of 10 children.

Charles H. Brune was an old German sailor who came to Calif. in 1864 then became a wood scow captain on the Columbia and Dalles ferry boat operator; filed on his claim at Rockland in 1877, bought 200 sheep and with his brothers Henry and William were the first to run sheep in the Mt. Adams range. In 1887 he married Rosario Romero, a Spanish lady from Mexico and lived there until he died in 1894. Their children were: 1. Leo Brune the well known sheepman of Dallesport where he was born in 1872 and married Bertha Isham, daughter of James of Salem and their children were Charles Brune of Yakima and Bernice of San Francisco; 2. Rose (Mrs. J.M. Cummings) Sprague, Wash; 3. Josephene a nurse of Portland; 4. Grace (Mrs. D.M. Angus) Prosser, Wash; 5. Minnie (Mrs. Alex Angus) Prosser; 6. Jean of Portland. There were 4 other children who died single.

The George Bunnell 1864 family had 10 children of Rockland.

The Merl or "Pony" Short family of 1864 also had 10 children, of Rockland (Dallesport).

--Data on these old timers by Mrs. John Crawford of Dallesport.

First School

These 40 children and others justified the building of the first school at Rockland(Dallesport) about where the Japanese vegetable gardens are now located on the ferry road, in the early 1860's, according to Mrs. John Crawford. The school was next located about 3/4th of a mile east of the location of the present school. It was next moved to the place now occupied by Cliff Eddins; then to the present location near Smithville. The school children are now being transported to Lyle. The building of The Dalles Dam has doubled the school population and problems which will get worse.

John T. Lucas

John Lucas was born in Canada(1840)son of John T. & Sarah(Fargher)Lucas, served in the Civil War and came to Rockland(Dallesport)as a stockman in 1879 and was also a blacksmith and county commissioner; he had married Emma Oulds, daughter of George and Mary(Hendy)Oulds of England and Cincinnati, Ohio. Their children were: 1. Fred of Heppner; 2. Frank the blacksmith of Shaniko who went to Yuma, Ariz; 3. Robert the blacksmith of Wallula and Pasco; 4. Mary(Mrs. John Crawford)Dallesport who furnished this biography and who lives with her son Malcolm about 3 miles east of Smithville and has a son Mark of Seattle. John Crawford(1867-1933)was legislative representative from Klickitat county, son of Wm. and came across the plains at 7, driving a wagon and worked on the old Dalles-Rockland sail and oar ferry when he came to Rockland in 1879; his brother Wm. was a Dalles wheat farmer on lower 15 Mile; 5. Addie Knight went to Calif; 6. Terry died young; 7. Annabelle(Mrs.Fred Fortner)Wasco; 8. Linden of Wasco and 9. Lucielle(Mrs.Thurman Curry)Portland.

George W. Smith

George W. Smith, stockman of Dallesport came to Rockland in 1872. He was born in Indiana(1842)son of Jacob and Sarah(Griswald)Smith 1852 pioneers by ox-team to Yamhill county where the elder Smiths had a Denation Land claim before they moved to Salem where they died. George Smith went to the Idaho mines in 1858 and later operated a pack train from Walla Walla to Helena, Montana over the old Mullen Trail, more than 600 miles!- until 1866; then he became a carpenter at The Dalles and in 1872 moved to Dallesport as a sheep and stockman. He herded sheep where Goldendale now is and built the first board school house in Goldendale. In 1873 he married Augusta, daughter of Aaron & Belinda(Bucklew) Purdy 1847 emigrants. Their children were: 1. Mable Hardin of Calif; 2. Ada Clark of Goldendale; 3. Edna Wilson of Calif; 4. Regina(Mrs. Ralph Curl)Portland; 5. Fritz G.(Fred)Smith of Dallesport who occupies his father's old home place, has added to it, runs stock, is past owner of The Dalles Ferry which he bought for \$3000 and sold for \$8000, loaned us his priceless history of Klickitat county for this record and which sold for \$18.50 in 1904(\$50 in 1958); he married 1. Kate Kneckley of The Dalles and had Fred, who operates a motel at Boardman, 2. Capt. Russel Edward Smith a Columbia river boat captain and George Smith a truck driver of Portland. His 2nd marriage was to Edna Ute.

In railroad days back in 1907 Fred Smith tells how the river was froze over for 30 days and he drove a team for Tohey Bros. contractors for the S.P. & S, who had offices in the old Shoe Factory, near the depot, and witnessed 500 head of horses driven across the ice that winter in one band. He said that Leon Curtiss always prided himself in being the first man to cross the ice, whenever the Columbia froze over, and that he took a bucket of ashes with him to "blaze the trail" for all the "tenderfoots" to follow! He fed the horses at the Crane stage station above the Crawford place on the old Dalles to Goldendale road, that the 2nd station was at Happy Home(Warwicks), the 3rd at Centerville and the 4th at Goldendale. During bad weather Mike Melivahill operated a livery barn or stage and freight station at Dallesport(Rockland). Matt and Martha Gilmore operated the Rockland stage station in 1875. After the ice became too thin to operate horses and sleds over, for supplies in 1907, Tohey brothers rigged up an endless cable and pulley arrangement and towed sleds over, much after the fashion the old Western Queen ferry's cable. The surveyors for the railroad used to have a compass mounted on their saddle horn and would follow an old mule who could walk 4 miles an hour, and in that way determined their distances without towing around so many instruments!

Fred's History of Klickitat county says that Capt. Thomas Jordan of Old Fort Dalles was the first man to fence up ground at Dallesport(Rockland)following the Yakima Indian war, but never lived there. J.H. Alexander lived with his Indian wife at Rockland about the time Alonzo Curtiss first moved there.

Rockland County Seat

In 1859 when Klickitat county was first established Rockland was the county seat with the courthouse about 100 yards east of the S.P. & S depot, on the railroad track. It was just a small 30 X 40 building belonging to Wm. Connell who rented it to the county for \$8 a month. It served as the courthouse until Goldendale became the county seat in 1878, 19 years. Amos Stark, H.M. McNary, J.T. Chambers were the first commissioners, August Schuster was the first sheriff, A.H. Summons, Judge; Martin Harper was auditor and John Burgen, supt. of schools. All these men lived at or near Rockland. Peter Nelson was one of the first men to get a patent on the Crawford place, 3 miles east of Smithville on highway 830 and that place has the oldest house, made of stone, in the county and right next to the highway. The McNarys lived on the Rorick place. Capt. Peter Jensen, an old Danish sailor, lived there in those first days with his pioneer wife and 14 children, he was also ferry boat captain. In 1862 Wm. Hickinbotham family lived there. Simeon Bolton, early Klickitat county clerk at Dallesport(Rockland)operated a dairy, the first in Klickitat county, on the Curtiss place, on the west side of the road at Rockland. He sold out to Chas Frank who later operated a saloon in The Dalles(see story on the Horn saloon).

Matt Gilmore was one of the first pioneers to die at Rockland in 1879 and he was buried in the old Gilmore cemetery, on the Fred Smith place near Smithville. The Gilmore family split up after that and some of them went to Hood River and others to Yakima. They were a very old 1843 emigrant family who came west to The Dalles with Dr. Marous Whitman experiencing many hardships. Grandma Gilmore was a "walking historian" but no one ever took the time to record her wisdom.

Rev. Orson D. Taylor

There is no chapter as amazing in the 100 years of Wasco and Klickitat county history as that pertaining to Rev. O.D. Taylor, Baptist missionary and minister of The Dalles who defrauded more than \$400,000 in the early 1890's. The following was written by J.T. Rorick of The Dalles for the History of Klickitat county. The First Baptist church of The Dalles was located where the courthouse is now at 5th and Washington.

Rev. O.D. Taylor came to The Dalles during the railroad boom days of 1880. In the late 1880's he began buying up tracts of land at North Dalles (Dallesport). He homesteaded on a tract across from Big Eddy (pedis) then bought 720 acres from Frank P. Taylor for \$10 an acre. He obtained 1050 acres from George B. Rowland for \$10,500. By 1890 he owned more than 2000 acres which he had mortgaged to Dalles banks. On July 5, 1890 he organized the Interstate Investment Co. capitalized at \$120,000 with shares of \$500 value. He retained $\frac{1}{2}$ the stock himself and sold the other half in lots of one and two shares to a person, here and in the east. Rev. Taylor was president and general manager of the company.

He platted the town of North Dalles and sold \$40,000 worth of lots to people of Oregon and Wash. which included \$9,000 in sales in The Dalles and Klickitat county! The plats were beautifully executed showing a townsite $\frac{1}{2}$ X $\frac{3}{4}$ th of a mile with Columbia Ave. running north and south; Klickitat Electric Motor Ave southwest and northeast; Crescent Ave Park with streets A, B, C, & D in a wheel; with Columbia Ave at the ferry landing and the north boundary were West Bay and East Bay Avenues; more than 80 blocks were shown in the folder. O.D. Taylor was listed as president and general manager; J.E. Edwards was secretary; Herbert Folger was treasurer; headquarters was at 72 Washington street in Portland and in the French & Co. bank building in The Dalles. A shoe factory was shown on River Boulevard and 4th streets; a glass factory was shown on River Boulevard and Roland Avenues; the Corset factory was shown on River and Klickitat Avenues. The folder, in possession of Hans Blaser, went on to say, "The Dalles shipped 7 million pounds of wool; 2,800,000 pounds of freight; that Granddalles falls was 9 miles in length and with so much power that the Spokane river looked like a babbling brook; that the boot and shoe factory would be in operation by next February (no year mentioned) and would turn out 1500 pairs of shoes a day; that other industries were bound to follow as soon as the Boston Shoe and Leather Co. got started."

Three railroads was shown, the Hunt railroad coming up the river from Vancouver; the Northern Pacific from the east and the Klickitat and Northern from Goldendale besides a steamboat portage railroad from about where The Dalles Dam is to Wishram railroad town. The pamphlets said North Dalles would rival Spokane, Tacoma and Seattle and would be the terminal for Klickitat, Yakima and Kittitas counties.

In March 1891 the Interstate Investment Co. "watered" its stock by organizing the Interstate Improvement Co. to which the Interstate Investment Co. transferred its bonds for a deed given by Taylor and his wife in consideration for notes of \$150,000 and stock in the new company! Taylor issued 4500 shares of stock at a par value of \$100 a share which he placed on eastern markets. Taylor held 3000 shares as "trustee" besides the notes for \$150,000! He changed the name of the town to Grand Dalles. He was the general manager and sales agent of the new company. He charged 25% commission on sale of lots and 10% commission on sale of stock! S.L. Skeels was his clerk. He opened offices in Cleveland, Buffalo, N.Y. and Saginaw, Mich. He sold stock and lots to the tune of \$190,000 in 2 years!

J.F. Ellis was president of the investment company and published a handsome pamphlet in 1891 which said, "Grand Dalles, the Imperial Gateway of Oregon, Washington and Idaho was head of ocean navigation on the Columbia! - that it would truthfully answer questions about the condition and surroundings of the property." But the pamphlet actually twisted the truth or made out and out false statements without scruple! The Oregon and Washington railroad was shown as existing along the river bank from Vancouver. The Dalles, Goldendale & Northern railroad went north over the Columbia river divide (Klickitat mountain) which is too steep for a mountain goat! The Hunt railroad was pictured from the east and the portage railroad was shown. A suspension bridge was shown connecting The Dalles and Grand Dalles (about where the present bridge is being built).

In 1891 O.D. Taylor organized a shoe company known as the Improvement Co. subscribing \$10,000 and other people from The Dalles put up the same amount of money! An imposing 3-story frame building, with a high tower, was erected on the banks of the Columbia (about 300 yards east of the S.P. & S depot near the ferry road). Machinery was installed and for 2 or 3 weeks 40 or 50 men were employed and some good shoes were made, then the creditors closed the business up. The lumber that went into the building was never paid for! Neither was the machinery and only a small part of the wages of the men were ever paid! The experiment involved about \$14,000! (It stood as a memory to Taylor for about 20 years). A box factory was also erected in 1891 which never produced anything and was later used as a barn.

In Saginaw, Michigan he sold 2 shares of Investment Co. stock to Dr. Daniel B. Cornell, physician and contracted to sell 315 lots at Grand Dalles for \$32,160, the agreement being that on payment of 1/3rd of the price Cornell was to receive bonds for deeds; and upon payment of 85% was to receive full possession. But Cornell discovered things about Taylor which caused him to draw back out of the contract. In Dec. 1892 J.T. Rorick of Michigan bought one \$5000 share of stock and came out to start a paper at Grand Dalles. With him came Cornell. Taylor made no reports so they cornered Skeels at Buffalo, put him through the "sweat box" forcing damaging confessions. Skeels blamed Taylor for everything excusing himself on the grounds that he was only an employee, but he gave them all the evidence that he possessed and with this evidence they got Taylor removed from his office in June 1893 and secured indictments before the Multnomah county grand jury on 80 counts of embezzlement of \$50,000; but the case was dropped on law technicalities!

Then in 1895 Dr. Cornell, S.H. Blakely and Joseph Seaman of Saginaw, Mich. who had invested in Taylor stock, made a complaint in the circuit court of Saginaw charging Taylor with obtaining money under false pretenses. At the same time the 2 companies began civil action to force Taylor to give an accounting. The litigation lasted until January 1902.

Taylor was arrested in The Dalles in July 1895 by detective Parker Owen of Saginaw, Mich. who, after a series of adventures, landed his prisoner at Saginaw. In December 1895 the case came up for trial before Judge Snow. Taylor's attorney raised technical objections touching the legality of the statue upon which the prosecution was based and the matter had to go to the supreme court whom ordered the case to trial. In December 1896 the Cornell case was taken up and Taylor was found guilty and sentenced to 6 years' imprisonment. An appeal was taken to the supreme court, to which body the appellants made it appear that Taylor was a second time in jeopardy for the same offense and the court ordered the prisoner released.

Taylor beat his lawyers out of their fees and out of the money he borrowed from them and they denounced him in the press as a criminal of the first water! He was at liberty on a cash bond furnished by George Williams his Portland attorney.

The only business building in Grand Dalles in 1904 was the U.S. post office!

Rev. O.D. Taylor returned to The Dalles and preached in his church at 5th and Washington but it got so no one but his wife was in the audience to listen to him. Other members of the church withdrew and formed the Calvary Baptist church at 7th and Union. Finally Wasco County acquired the church property, razed the building and erected one of the finest court house buildings in the west. Rev. Taylor left The Dalles, according to Judge Fred W. Wilson, for Baker where he lived the remainder of his life. He had 2 sons Osman and Burnside of Portland and 2 daughters last known to be in Portland.

Another of his pamphlets quoted Grand Dalles lots at \$200; showed the bridge in colors across the river with street cars operating over it to The Dalles, clusters of beautiful houses, a glass, corset, shoe and box factory. Some emigrants came west as prospective employees of the factories that existed only on paper; a few remained here, some returned and others went on after cussing "the man of God," who had swindled them. Many widows gave up their savings for lots at Granddalles and men left good jobs in the east. Many of the cases were pathetic. The shoe factory was railroad headquarters for Towhy Brothers in 1907 and a saloon occupied the box or glass factory in railroad days. The first improved county road to the ferry cut through many of Taylors "paper houses, streets, lawns."

August Schuster

Another of the pioneer Dallesport families was August Schuster who first settled at Lyle in 1862 and came to Dallesport in 1867 where he lived until he died in 1894. He was born in Germany(1824) and came west by ox-team in 1852 and became the first sheriff of Klickitat county remaining in office 14 years. He married Catherine Dell and their son William Schuster was born at Granddalles in 1866 and attended that first school near the Japanese gardens, later was a butcher at Goldendale and rode range and farmed at Pleasant Valley 12 miles east of Goldendale; he married Alice Cowles and had Wm., Calvin and Sylvia May. The next son was Charlie Schuster of Seattle; 3. Mary(Mrs. Wm. Wickman)The Dalles, mother of Fred Wickman and Elizabeth Gibson; 4. Elizabeth Schanno of The Dalles; 5. Rosa Davis of Walla Walla.

The Dallesport Irrigation Corp. was formed in 1924 by Leon Curtiss and Lou Duncan with less than 20 members. They pump water from the Columbia. In 1952 a 100 unit trailer camp was installed near the new bridge approach road for Dalles Dam workers, by the A.E. Cook Trailer Camps on 40 acres. The Klickitat Peoples Utility District serves the county with cheap power. A housing unit near the airport of Dalles City has several apartment houses for workers and a super market. The airport of Dalles City was erected at Dallesport because of air current conditions making a field unsafe for planes on this side of the river.

LYLE

As stated above August Schuster was the first settler at Lyle in 1862. He was followed by John Perry in 1865. In 1878 James O. Lyle bought the townsite from J.M. Williamson and laid out the town as Lyle in 1880. In 1878 the post office was called Klickitat Landing but was changed to Lyle in 1880. J.O. Lyle built the first store. James Clark built the 2nd store and Collins Elkins established a store there in 1897. In 1898 John Kure built the Riverside hotel. In 1900 McInnis McLeod established a store and John Daffron built a hotel. In 1892 Lyle sold to the Balfours of London. Fredrick Homer Balch, author of the Bridge of the Gods was the most outstanding man from Lyle.

James O. Lyle was born in Penn(1831)son of Chas and Sarah(Johnson)Lyle and went to Indiana in 1837 then to Iowa in 1851 where he drove stage until 1853 when he headed for California gold fields by ox-team. On his return trip to Iowa by boat he was wrecked on an island near Panama. He re-crossed the plains to The Dalles in 1863 and lived at Rowena 2 years, near the Snipes family with whom he came west as he had married(1857)Martha Snipes, daughter of Elam and Acenith(Rosson)Snipes pioneers of Rowena and later of Goldendale valley. In 1892 Lyle moved to Camas Prairie where he died in 1894. His children were Charlie, George and Sarah(Mrs. I.B. Hewett)Camas Prairie.

White Salmon

Was first settled by Erastus S. Joslyn in 1852, of Mass. who built a cabin, set out an orchard, garden and ran cattle until burned out by the Indians in 1856. He returned and lived there until 1874. J.R. Warner established the post office at Bingen Landing in 1868(Called Warner Landing). In 1880 Jacob Hunsaker established a store and became postmaster in White Salmon. Rev. E.P. Roberts, retired minister who settled on 3 Mile at The Dalles was an 1858 settler at White Salmon near Joslyns and he sold to J.R. Warner in 1864. E.S. Turner was an 1865 settler. G.A. Thomas established a store there in 1891 which was consolidated with C.M. Wolfords. The White Salmon Enterprise was started in 1903.

The Maryhill Museum Of Fine Arts

One of the most unusual and outstanding things in the Columbia river gorge is the Maryhill International Museum of Fine arts! One of the most universal questions asked was WHY was it put at Maryhill? This mysterious question is a challenge to tourist and native alike. To understand Maryhill museum is to understand its builder Samuel Hill.

Samuel Hill was the Quaker son of Dr. Nathan Hill of Deep River and Charlotte, N.C., where the family lived during the slave days of the Civil war and Dr. Hill assisted slaves to reach the free north. His efforts made his well being unsafe so he moved with his family to Minneapolis. The son Samuel was educated at Harvard and a number of other prominent American schools majoring in law and with secondary interest in roads and highways, an almost unheard of hobby in those days. In his eternal passion for further knowledge in road engineering he attended the Munich, Germany school of engineering and travelled widely in Europe studying roads and road engineering problems. He learned German, French, Italian and attended schools in all those places. When he returned to the U.S. he was the best educated and most well informed road engineer and builder that the U.S. had so far produced! (1885-90).

He married Mary, the daughter of James J. Hill, the railroad magnet. Their honeymoon trip included Germany and it is said that while at their hotel in Munich the King of Belgium's coach drew up in front of the hotel. Mary became breathless, pointing out to Samuel the coat of arms on the carriage and the king's action in getting out and coming into the hotel. Samuel was quiet and composed, for he and the king were school chums. The king had come to the hotel to make a personal call upon Samuel and his wife! He extended to them the courtesies of his realm! The honeymooners were welcomed by the Tzar of Russia! In France the president was another of Mr. Hill's personal friends, as was the Queen of Holland, the Queen of Rumania, the King of England, the King of Italy. He was recieved by the Pope at the Vatican as only on rare occasions are visitors so recieved! In Japan the emperor was another of his friends. Yes he might have been called America's Ambassador of Good Will, known and loved alike the world around by men and women in all walks of life and by rulers of great nations!

The average person has always thought that Samuel Hill had to change his name to Hill upon marriage to Mary Hill, daughter of James. Another impression was that Samuel Hill's wife was wealthy and that he married her for wealth or that obtained from her father, the great railroad builder! As a matter of fact Samuel Hill was wealthy in his own right and he even accompanied his father-in-law James J. Hill to Europe to obtain loans and money for the Great Northern railroad expansion, for the building of the S.P.&S, Oregon Trunk and other lines!

To Samuel Hill the Columbia river gorge and the Rhine river gorge in Germany were, in many respects identical. Along the Rhine there were many old Castles which he enjoyed visiting and studying. The banks of the Rhine was covered with vineyards, despite their steepness. He had visions of the Columbia river banks likewise lined with vineyards. He dreamed of a castle of his own, just as all men dream of a castle. The only question was where to erect that castle and how to design it? According to Phil Perish of the Oregonian, "Mr. Hill had engineers of Germany design and make 12 large globes of the world, which cost him \$12,000, and on those globes he had those master-minds of German engineering put all the air and ocean currents of the world, in detail. With the aid of these globes he could show his friends that MARYHILL, WASHINGTON was designated by the Creator to be the GARDEN SPOT OF THE WORLD! It was at Maryhill that the warm winds of Spring struck FIRST, even earlier than at The Dalles, earlier than any other place in eastern Oregon or Washington! The winters were mild! The soil would grow the finest fruits, grapes, melons, garden, corn, wheat or livestock. These were the reasons he chose Maryhill, Wash. as the location for his 7000 acre ranch and \$1,500,000 castle in 1910. Its building and location was not the hap-hazard idea of a wealthy mad-man; rather it was quite the reverse, - there was never any more carefully planned selection ever made, unless it was the building of the Pyramids of Egypt! The fact that the ancient Mound Builders, predecessors of the Indians, left their writings (petroglyphs) on the walls of the bluffs at Spedis, Tenino, Wishram, Roosevelt and other places in the gorge, fantastic figures, designs that have withstood wind, sun, rains and all types of weather for thousands of years, should be ample proof of the wisdom of the selection made by Mr. Hill!"

Construction was started in 1910 and suspended in 1917. It was carried on again in 1932. The formal dedication ceremonies were held November 13, 1928 when Mr. Hill, with Queen Marie of Rumania made the dedication. The Queen was accompanied with the Prince and Princess who arrived by train from Spokane at 5 A.M. The ceremonies were held around 10. The Queen was introduced by Judge Nelson B. Brooks, an attorney of Goldendale and mayor of Goldendale at the time. It was Mr. Brooks, father of Zolo Brooks, as attorney for Mr. Hill, negotiated for the purchase of the 7000 acre farm. He was an 1886 pioneer settler of Goldendale who owned a brickyard, following the big fire of Goldendale, and a bank which loaned business men money to build 30 brick buildings in Goldendale. He got Mr. Corbett to spend \$500,000 for the Lyle-Goldendale railroad later sold to the S.P.&S for \$800,000! Queen Marie dedicated the Maryhill Castle as an International Museum of Fine Arts. She made several outstanding gifts for the museum, now on display. After the ceremonies, her party motored through The Dalles to Portland over the Columbia River highway, as guests of Mr. Hill. A tremendous turnout of people thronged the streets of The Dalles to see the only Queen ever to visit The Dalles! At Hood River the Queen accepted a gift of flowers from school children, according to Hans Blaser, a member of the motorcycle police escort between Maryhill and Multnomah county. Again, the date Queen Marie was in The Dalles was Nov. 3, 1928 at about 2:30 P.M. Schools were dismissed and all the kiddies was there, saying, "Wasn't she beautiful?"

During the construction of the Castle it was rumored that it was designed as an exile home for King Albert of Belgium. In 1912 Mr. Hill brought Monsieur Jusser and Madame Jusser, French Ambassador and his wife to Maryhill to view the construction and suggest a name for it. The place was then called Columbus, Wash. Monsieur Jusser suggested the name of Maryhill, in honor of Samuel Hill's daughter Mary (now deceased). It was always rumored that the place was named for his wife Mary.

Samuel Hill was a Quaker and tried to form a Quaker settlement at Maryhill. He built a church, school and homes for several families, installed an irrigation system, bought good blooded cattle for the 7000 acre place. He built Meadow Lark Inn to accomodate visitors. He erected a very remarkable STONEHENGE as a veteran' memorial May 30, 1929. It is an exact replica as to shape, size, design and position, with reference to stars, as the Stonehenge on Salisbury Plain, Wiltshire, England. The origin of the Stonehenge is shrouded in mystery and built in the Stone Age or Bronze Age. It consists of large stones, set in 2 circles and 2 ovals, with a large altar stone in the center. The outer circle is 108 feet in diameter, made of 30 unright stones, each 16 feet in height and 18 feet in circumference, with 30 similar stones placed horizontally on their tops. The inner circle consists of 40 single upright stones, each 9 feet in height. The ovals are formed on 5 pairs of trilithons, standing separate from each other and rising gradually in height from east to west. Standing to the east of the main structure and outside the outer circle, is a stone that is variously known as the "Friar's Heel", the Hele or Sun Stone. This stone casts it's shadow on the altar stone on the day in summer solstice, usually June 21, each year, and only on that one day! The Stonehenge is always open to the public. It is a challenge to the "wise men of 1952" from the wise men of the sunken continent of Pan 25,000 years ago! The circles represent the Creator who has no beginning or end and the position of the stones helped them determine the seasons. The savage Druids of England used the altar as a place for sacrafices to their war gods so Hill erected the replica at Maryhill to remind us all that we are "still making human sacrafices to the Gods of war!"

The Museum

On Nov. 3, 1926 Queen Marie of Rumania dedicated Maryhill Castle as Maryhill Museum of Fine Arts. The long rectoganal concrete building of 40 rooms, 1000 feet above the Columbia river, is like a Castle in the Alps. The Flemish design of the Museum can be seen for miles up and down both sides of the river. The Hill endowment funds, income from the 7000 acre ranch and tourist admissions maintain the museum which cost 1½ million dollars. The gifts include those from King Albert of Belgium, from members of the French Royalty including relics of Napoleon, of Queen Victoria, Pope Pius XI, King of Greece, Serbia, relics from the Mayflower, art collections, sculpture collections, Indian relics, rare books worth \$80,000, statuetts from the Cathedral of Norte Dame, authentic coronation robes, crowns, thrones, gold and silver filigree, hand writing of George Washington, Thomas Jefferson, Abraham Lincoln; the 12 foot long Roghi, the Moroccan pretender being carried in an iron cage on a camel and accompanied by 182 soldiers on foot and 21 mounted on horses valued at \$10,000, bronz wax casting! The 83 figerenes of fashion will attract any child from 8 to 80; the basement Indian room is one of the best Indians collections in the west, some of the givers being M.Z. Donnell, George Bunn, Leo Brune, J.T. Barton, Dr. G.N. Gamon and Walter Klint all of The Dalles; the relic of Columbia river steamboats given by Fred Wilson of The Dalles.

Among the directors are Capt. A. Leppaluto and Dr. Thomas E. Griffith of The Dalles. Daniel B. Hill of Seattle is President, Z.O. Brooks of Goldendale is secretary and C.R. Dolph is manager.

Columbus or Maryhill

The first settler at Columbus (Maryhill) was Capt. Stanton H. Jones in 1859 who was born in Ohio in 1830 and went to the California gold mines and later to the Fraser river mines then became a stockman at Columbus and Goldendale. He married Harriett Boots and had a son George. A. G. Davis operated the first store at Columbus. In 1881 the Northern Pacific railroad built 2 miles of grade at Maryhill. In 1883 Paul Mohr built 18 miles of railroad for portage purposes to Columbus and operated 2 steamers but went bankrupt by 1900.

Wishram

The railroad villiage of Wishram, named for the Indian villiage of Wishram at Spearfish was established by the S.P. & S railroad in 1911 as Fallbridge and changed to Wishram in 1926. The railroad division point was at Cliffs about 11 miles up the Columbia from Wishram from 1907 to 1911. With the extension of the Oregon Trunk railroad up the Deschutes in 1910-11, trains were barged across the Columbia by the steamer Normal in charge of Capt. Haywood, between Clark (Wishram) and Moody (Miller) at the mouth of the Deschutes. Fallbridge (Wishram) had 8 families living in tents and shacks in 1910 and had a 2-room school with 10 children. In 1926 the Columbia River Historical Society asked the railroad to change the name of the town from Fallbridge to Wishram, in honor of the old Indian villiage of Wishram and the railroad complied.

George Bunn of The Dalles is the oldest or first resident of Wishram. He worked for A.E. Lake in The Dalles in 1908-09-10 and went to Wishram in 1911 to start a clothing store. He bought \$180 worth of clothing and was given credit for \$250 more by Fleshman-Meier of Portland. Having no home and with little money he slept under the counter of his store at night and ate in the railroad chop house. He was the son of George Bunn, 1879 farmer of Wasco who moved to The Dalles in 1896. Mr. Bunn said the original plan of the railroad was to bridge the Columbia at Miller's Island but the Fallbridge site was so much cheaper they put the \$5,000,000 span across at Tum Water falls.

Harry Green had all the property at Wishram, that the railroad didn't own, for sale and sold it to Mr. Bunn for \$4000 which seemed like a lot of money to a pennyless struggling young business man but he was able to borrow enough from his brother-in-law Ferd Deisel in Portland to pay Green off. Green was then a banker and often wished afterwards that he had retained at least ½ interest in the town property now worth ½ million and financed Mr. Bunn himself for the other half.

PIONEER and MODERN JOKES

Pioneer Fogs

It got so thick with fog one day, while they were building Old Fort Dalles, that when the men who were putting shakes on the roofs, came to the edge, they kept right on shaking right out over the edge into the fog!

Salmon Runs

In the days when Major Handley and Col. Sinnott ran the Umatilla House they used to tell their guests that the spring salmon runs were so heavy that a man could walk across the Columbia river on their backs without getting his feet wet!

When Lewis & Clark camped at The Dalles in 1805 they never saw Mt. Hood because at that early date Mt. Hood was only a hole in the ground!

Cougars

When Hudson Bay Co. trappers lived at The Dalles often cougars would come down into their camp, but these hardy trappers simply grabbed Mr. cougar by the tail and turned him inside out and the cougar would tickle himself to death!

Bear Story

Whenever those Hudson Bay trappers found a wounded bear with a thorn in its foot they always pulled the thorn out and they could thereafter depend upon the bear to bring in the hams of any deer they killed, to the hunters, as an expression of gratitude.

Geologists Please Note

Central Oregon teamsters used to tell how the Indians claimed the Deschutes gorge was made: one day an Indian rolled a large rock down into the canyon and it went up on the other side, tilted on the brink and came back down and went up the other side in like manner, and this magic rock just kept doing that until the canyon walls were worn to the shape we see them today.

Cold Pioneer Winters

It used to get so cold in Wasco county that the shivering cougars had to sleep in the hay mows of the farmer's barns at night, to keep warm.

If they left their candles burning too close to the windows at nights the flames would freeze and the shepherders would eat them for berries!

Sometimes the cows gave ice cream!

Smoke would freeze and fall on the roof!

Sheep herders had to rub tobacco juice in their eyes to keep awake on warm days!

Stagecoach drivers had to put snowshoes on their horses in the winter to get the mails and passengers through!

Drivers Well Educated

In pioneer days the "bullwhackers" who drove oxen on pioneer wagons were much better educated than present truck drivers because a good bullwhacker could cuss in 7 different languages and few few modern day truck drivers know that many different languages!

Dead Men

They didn't bother about burying their old cow punchers and sheep herders in those days, they simply poured them back into a barrel and put an yeast cake with them and "let them work some more!"

For "respectful" burials they put the bodies in metal caskets and filled the caskets with pure grain alcohol to pickle them! In 1952 they inject it in the veins for the same purpose!

The Canadian Postmaster

The first postmaster at Rossland, B.C. was an American by the name of David Stussi. When Dominion Day (July 1) came around he kept the post office open and 3 days later on the 4th of July he closed it. The Canadians asked why? He said he didn't know Dominion Day was a holiday, until too late so being entitled to a holiday he took the 4th off. They removed him.

Fire of 1891

During the great fire of 1891 the National Guard counter sign in The Dalles was "martial law," and those on the streets at night who didn't know the counter sign found out it wasn't any joke.

Iron Men

In those pioneer days they had wooden ships and iron men; now they have iron ships and "wooden men."

Religion

Priest to Rabi: When are you going to start eating meat, my good friend?

Rabi: At your wedding, Father!

The 3 Scotchmen

The 3 Scotchmen went to church one morning and sat in the rear seat. The minister, at the close of the sermon said the church expenses justified \$1 from each person present. This was more than the Scotchmen expected to contribute but they didn't know how they were going to get out of it? The collection plate was getting closer and closer. Finally it reached the row in front of them, then one Scotchman fainted and the other 2 carried him out!

Christian: Why do you Chinamen put food on the graves of your relatives, do you think they are going to come up and eat it?

Chinaman: Why do Christian put flowers on grave, do you think your relative come up, smell'em flower?

Spiritual Communication

Dalles lady to husband's spirit: Are your happy?

John: Very happy, dear.

Lady: Happier than you were here on earth?

John: Very much more.

Lady: What is it like in Heaven?

John: I don't know, I'm not in Heaven!

The 2 Pals That Died

This story of the 2 pals that died had it that one of them went to the Christian Heaven and the other went to the Christian Hell. The fellow in Heaven is supposed to have looked over the brink into Hell and saw his pal sitting on a sofa with a glass of liquor at his elbow and a pretty girl on his lap! So he asked St. Peter how come that his partner rated so many of the good things while he, who had tried to follow the straight and narrow path, did not fare so good?

St. Peter looked over the brink into Hell and said, "My good boy, you haven't been here long enough to see everything you look at! Now take that glass of liquor, it's got a hole in the bottom that you don't see, so it never actually held any liquor! Now you take that girl that is setting on your pal's lap, she is not a girl at all, she is of the neuter sex! Don't envy your pal, my boy, for he is really in hell."

Bill Lockwood

Bill Lockwood, Dalles to Salt Lake stage driver had the Indians to race his stagecoach one day into the stage station at Meehan. It is said that Bill's hair stood up like a pompadour for a month afterwards, every time he thought about how close he came to losing his black scalp. Bill became a scout for the soldiers and helped put the savages on reservations where they were tamed down and leave his scalp alone.

Moody's Coal Bill

At the turn of the century when Malcolm Moody operated a coal yard here a Dalles man called for a ton of coal. The weather was cold and Moody was behind in his orders and by the time he made the delivery the man had been taken to the hospital with pneumonia and was not expected to live. Moody was anxious about his bill so he made a personal call upon the patient. The man asked Moody why he didn't make the delivery sooner? Moody explained that he had heard he was in the hospital so he didn't think he (patient) would need the coal as soon as some of the other people did. This riled the old man up a little and he replied, "Young man, let me tell you I am going to need coal where I am going just the same!"

The Umatilla House Dog

At the turn of the century all the trains stopped at the Umatilla House and the proprietor or clerk would always go out and ring the dinner bell to indicate meals were ready to be served while the train waited. The Umatilla House dog used to follow out and as the bell rang the dog would yelp and howl. A new clerk one day became annoyed at the dog, threw the bell at it and said, "Shut up you hound, you don't have to go in there an eat. You've got no kick comming!" His words were quickly passed around town and many times he wished he had kept his big mouth shut and fed the dog!

The Chain Gang

In pioneer days Dalles City maintained a chain gang of men to work out their fines for drunkenness and other causes, on the streets or rock crusher site. One day a minister was walking past the gang and saw a man he recognized and said, "The way of the transgressor is hard isn't it?" "Thats whats right," replied the man, "but its not near as hard as the people who put us here!"

Why The Dalles Is Here

The tourist asked, "Why did they locate The Dalles here?" One of our newly arrived service station men replied, "Its like this ma'am, one day a sheepherder came in from Shaniko and explained it by stamping on the pavement and saying, 'I don't blame 'em for building The Dalles here, the grounds' too hard to grow grass or plow, nohow.'"

Deep Mud Holes

Up on Dutch Flat they have deep mud holes in the spring and Bert Wyatt used to tell how he was riding to town one early spring day from Matney post office where he lived and saw a man's hat lying in the road in one of those mud holes. He got a stick to fish the hat out of the mud and found it was on a man's head! He says, "Gosh, it looked like you are mired down in the mud!"

"Sure", says the man, "but I ain't worrying about myself, its the team hitched to this wagon load of hay that I am standing on, that I am worrying about!"

The Mental Hospital

Over in Seattle Mrs. Burt Anderson reported that Lt. Gov. Victor Myers was making an inspection of the mental hospital at Sedro Wooley when one of the patients asked him who he was. He replied, "Lt. Gov. Vic Myers of Olympia."

"Oh," said the patient, "they'll take that out of you before you are here very long. When I came here I was Daniel Boone."

At Pendelton Hospital

The Pendelton mental hospital is down near the railroad yards and the patients set on benches in the shade and watch the railroad men work. One day, in 1920, one of them yelled to the section crewmen and asked, "How much a day do you fellows get for working out there in the hot sun?"

"We get \$3.80 for 8 hours work," answered one of the men.

"Well," said the inmate, "are you sure you are on the right side of the fense?"

How Railway Mail Clerks Make Coffee

They put a pot of water on the steam radiator in Portland. When they hit Cascade Locks its hot enough to add coffee. At Hood River they test it by attaching a string to a padalock and lowering it into the pot. If the padalock sinks they add more coffee. If it floats the coffee is ready to serve!

Sunset Feed Store Jokes

With taxes what they are we don't have to pass a civil service examination to work for the government.

Don't question your wife's judgement, look who she is married to.

If you can read the hand writing on the wall you are probably in a rest room.

"The police is going to clamp the lid on vice."

"Yes, their eyelids."

There is not much to see in a small town but what you hear makes up for it.

Another thing untouched by human hands is a boy's towel.

An Optimist is a woman who thinks the man she is about to marry is better than the one she just divorced.

A man's age is measured by the degree of pain he feels when he comes in contact with a new idea.

Laugh This Off

The state of Kansas has been the butt of may jokes because of its dry attitude. But in Kansas, out of 105 counties, 54 are WITHOUT any insanel; 54 are without any feeble minded!; 96 are without any poorhouses!; 53 were without any persons in jail!; 56 were without any representatives in their penitentiary.--Christian Observer 1948.

If You Must Drink

Give your wife \$18 to buy a gallon of whiskey. Buy all your drinks from her at 50¢ a drink. There are 128 drinks in a gallon. By the time you have guzzled the first gallon she will have \$48 profit! If you live 10 years and buy all the drinks from your wife, she will have enough money to bury you, to educate your children with, buy a car, a home, and marry a better man!

Postal Story

In the 1886-90 period when James Crossen had the post office in the Gates Block where Bohn's Printing office is, a travelling salesman came to the window for his mail. Mr. Crossen looked through the letters but found nothing. The salesman insisted there must be orders from his firm there as to where to go next. "Well" said Mr. Crossen, "look through the letters yourself." The salesman did and pulled out 2 for himself and said, "It looks like they would hire people here who could at least read and write;" and walked out with his mail.

--One of Mr. Crossen's own stories.

HEAVEN ON EARTH

I stood upon the seashore
 Below the Cascade slope,
 At sunrise; morn'g with grandeur,
 Which filled my soul with hope.
 I saw the sunbeams painting
 With gold, the mountain peaks,
 I heard the water leaping
 With music down the creeks.
 The dewdrops on the clover,
 Like diamonds on the sea,
 Were sparkling in the meadow
 Till sunshine bid them flee.
 The willows on the hillside
 In silence shed their tears,
 And plumage songsters caroled
 Their songs of many years.
 The firs with branches spreading
 Above the jeweled strand,
 Attired with gold and silver,
 Stood burning on the land.
 All nature burned and glittered,
 The sun in heaven rose
 And spread his beams celestial
 Where fragrance sweetly flows.

Uplifted with grandeur,
 I heard a ringing sound,
 The woodman in the forest
 His work with joy had found.

The pine with music tingled
 And heaven shook with song;
 The birds outpoured their gladness
 The ax the woodman swung.

The sky was blue and mellow,
 The mountain peaks did glow,
 And brooklets warbled seaward
 From out the melting snow.

The music rose and scattered
 A zephyr gently strolled
 And in the trembling deep blue
 Were walks of blazing gold.

The ocean panted softly,
 Enchanted with the view,
 My heart grew meek and tender
 Beneath the heaven blue.

The bell on yonder schoolhouse
 Was ringing loud and clear
 And children on the highway
 To school were drawing near.

In groups they chatted sweetly
 They talked of books and play,
 Of Mamma at the fireside
 And babe who sleeping lay.

The fields along the wayside
 With golden yield outspread,
 And harvest time was nearing
 With joy to lass and lad.

Their sickles yeomen whetted,
 Prepared the corn to reap,
 And echoes rang with gladness
 Across the salty deep.

The thought of heaven filled me,
 I saw the glory here,
 I heard the angels singing
 With voices soft and clear.

I heard them in the brooklets
 And on the rippling sea,
 I heard them sing in chorus
 Their songs of jubilee.

I gazed in silence seaward,
 The ocean breathing lay,
 Where birds on silver plumage
 In concert seemed to say:

If only man had vision,
 Endowed with gift to see
 The Heaven in and round us
 Then life would sweeter be.
 --Thos O. Stine (Coast Magazine June 1905).

I HAVE SEEN OUR CREATOR
 I have seen our Creator
 At least in some small part;
 I realize His ALL-IMPORTANCE
 And His loving human heart.

I see Him in the sun,
 I see Him in the flowers,
 I see Him in the power
 That supplies this earth of ours.

I see Him in the face
 Of every human being,
 He is the L-I-F-E
 Of every living thing.

I hear his sound and voice
 A thousand times a day;
 To me He is right here
 And not so far away.

He inspires us all to help
 Others u-n-d-e-r-s-t-a-n-d,
 And to lend a guiding hand,
 Which makes all life so grand.

Sometimes I pause to wonder
 About the things I hear;
 All credited to "nature",
 Sounds so mighty queer.

Now, who has seen our Creator?
 Why, BOTH you and I;
 In every single thing,
 On earth and in the sky.

--Wm. H. McNeal, The Dalles, Oregon.

The Linchpin Wagon by C.C. Masiker
Tune, Wait For the Wagon

Oh, the linchpin wagon
What memories it recalls
Of the days when I gazed
On the mountains afar,
As it ground through the sand
And alkali dust--
The linchpin wagon
With its bucket of tar;
Wait for the wagon, the linchpin wagon
With its bucket of tar.

How the smell of that tar
In my nostrils still lingers;
How softly, yet firmly,
It stuck to my fingers;
How jolting that wagon,
How tiresome its jar--
That linchpin wagon
With its bucket of tar.

When the hot sun beat down
On the glittering sand,
The dust fog around us
On every hand.
How the heat seemed to gather in every bar
Of that linchpin wagon
With its bucket of tar.

When the redmen attacked us
And fired on our train,
It made us a breastwork, Again and again.
It was a bedroom at night
And a refuge in war
That linchpin wagon with its bucket of tar.

Twas a couch for the sick
The halt and the lame
It carried our grub and blankets and game
Our women and children, It brought from afar
That linchpin wagon and bucket of tar.

The bed of the wagon, A ferry it made,
In the heat of the day twas sought for shade,
But now its replaced by an automo- car
That linchpin wagon and bucket of tar.

To life's later hour we never shall fail
To remember the loved ones we left on the trail,
Their sad lonely graves on that journey so far
Were planned in that wagon and bucket of tar.

The old pioneers will remember the test
What the wagon withstood in journey out west;
And always will love it the time be afar
That linchpin wagon and bucket of tar.

We used to see their ankles
And now we see their knees.
All we ask is just to live
A little longer, please.

Here lies the body of Mr. Oaks
He lived and died like other folks.

Here lies the body of Mr. Mound
He was lost at sea and never found.

From the time you're born till you ride in the
herse, there is never a day but what can be worse.

POEMS

Ice Bound by Mrs. N.M. White

In 1873 Mrs. White travelled 5 days by stage from
Sparta in Baker Co. to The Dalles with her 3 child-
ren (Dec. 5) and had to wait 5 weeks for the river ice
to clear so she could go on and wrote the following
poem in the Umatilla House.

The bitter cold of December 1873
Will long be remembered by you and me.
The mighty Columbia was then icebound
Letting men walk on her as if on ground.
The travelers waiting the storm's mood
Which will free the ice and bring the flood.
The jolly winter does not care a straw
It will be with us until the thaw.

There's a knot of folks who are having fun
Its just as cheap as sorrow by the ton.
Nearby stands a man, lets watch him for a while
He tries without success to raise a little smile.

Perhaps he has a wife and little children too
Awaiting his coming; no wonder he looks blue.
Santa's plans were jolly, all things were working nice
And lo, the cold snap caught us and now we're bound
in ice.

I cannot leave the children, the little trusting things
We continue to linger long with other human beings.
There's a mighty flash, its not a goblin or a spook
Its friendly, mild-voiced and they call it chinook.

Its like a gentle woman with footsteps light as air
We never knew its coming until we found it there.
If we could gain its favor and keep it for a day
The storm's icy barrier would melt and wash away.

GOLD by Arthur Guterma

Meed of the toiler; flame of the sea.
Such were the names poets gave to me.
Metal of mammon; curse of the world
These are the labels preachers have hurled.

Dug from the mountain. Washed in the glen.
Servant am I? or master of men.
Steal me, I curse you; Earn me I bless you;
Grasp and hoard me and fiend shall possess you.

Lie for me, die for me, covet me; take me--
Angel or devil, I am what you make me.
Falsely alluring, I shimmer and shine
Over the millions that hold me devine.

Trampling each other they rush to adore me,
He aspiring the dearest of treasure before me,
Love and blessedness, youth and its wealth,
Honor, tranquility, innocence, health--

Buying my favor with evil and pain;
Huge is the sacrifice, poor is the gain,
Naught but my effigy, passionless, cold,
God of a frenzied idolatry--GOLD.

The sermon you deliver may be wise and true,
But I'd rather get my lesson by observing what you do;
I might misunderstand you and the high advise you give
But there is no misunderstanding how you act & live.

If preachers lived closer to God
They wouldn't have to talk so loud.

MOTHER

M is for the million things she gave me
 O means only that she's growing old.
 T is for the tears she shed to save me
 H is for her heart as pure as gold.
 E is for her eyes with love light shining
 R means right and right she'll always be.
 Put them all together they spell MOTHER
 A word that means the world to me.

DAD by Clara McCully

I think its time to write a rhyme
 Extolling the virtues of dad;
 Its gone far enough and sure is tough
 To think of the snobs he's had.

We write about mother and tell how we love her,
 We offer our hearts at her shrine;
 We praise her ornately, she takes it sedately,
 Hereafter its father for mine.

Of course I'll admit, she deserves quite a bit,
 Of love and affection, no doubt;
 I always have said it, she gets all the credit,
 While dad's most always left out.

He does all the plugging, Ma gets the hugging,
 He toils in good weather and bad;
 His arms bear the burden, he scarce gets a word in,
 You can bet your sweet life its dad.

How long has he waited, for praise belated,
 We'll make your poor heart feel glad;
 And while we're about it
 Lets stand up and shout it--
 Three cheers for dear old DAD.
 --Louis Fritz Scrapbook.

Where Rolls the Oregon by A.H. Curtiss

Where rolls the Oregon--
 At the Cascade's eastern base,
 Where the Columbia rushes through
 A narrow trough-ed place.

There, romance has a stronghold,
 And the redman has his store;
 There he derives his substance
 And superstitious lore.

There upon the hillsides
 His white eyed ponies graze;
 While hollow ribbed coyotes
 Await with longing gaze.

And the red man is their master
 And the proudest of them all;
 If they don't obey his bidding
 Before the bow they fall.
 --Rockland(Dallesport)Wash. 1872.

To us for 14 anxious months
 His infant smiles were given.
 And then he bid farewell to earth
 And went to live in Heaven.
 --Helm infant grave, Masonic Cemetery, 1874.

Here lies the mother of 28,
 She might have had more but now its too late.
 --A canine cemetery.

AFTERGLOW by Ethel Nelson McAdoo

Only a trifling kindneus
 To a lonely heart was shown,
 But it lifted a soul from the depths of despair,
 And taught it a creed of its own.

Only a kind word spoken
 To a soul by sorrow riven,
 But it gave new faith to mothers' of men
 And pointed the way to Heaven.

Only a cheerful greeting
 To a woman discouraged and sad,
 But it brought full bloom to the bud of success
 And developed the talent she had.

Only a quiet blessing
 Bestowed by a saintly soul,
 But it awakened the hope, lain dormant for years,
 And carried her on to her goal.

Only a wholesome interest
 In a heart grown tired with strife,
 Of this wearily old world, but her hopes were unfurled,
 And they made her triumphant in life.

So let us give freely of kindness
 To those whom we meet as we roam;
 Then perhaps they may say, "she has made plain the way"
 And has shown us the guide posts to home.
 ---The Dalles, Oregon in the Gay '90's.

I Wonder

I wonder if she'd care if I would go away?
 I wonder if she'd care if I would go and stay?
 Should I say, "the time has come for me to do my share?"
 In putting down the foe; I wonder if she'd care?

I wonder if she'd care if I fell bleeding on the plain
 Never to get up and ever walk again?
 Should I tell her I must go to mingle in the fray?
 I wonder if she'd beg of me to really stay?

If I became a soldier boy I wonder if she'd care?
 I long to test her love for me, but Lord, I do not
 DARE!-- The Dalles in 1898.

The Old Music Book

I turn with silent reverence its unknown pages o'er,
 The lines inspire a sense of something heard before.
 I dare not touch the music old in this modern day,
 For twas hollowed by fingers long since cold,
 And voices that have faded away.
 --Poem of Gay '90's, author unknown.

The Four Leaf Clover by Ella Higginson

I know a place where the sun's like gold,
 Where cherry blossoms look like snow;
 And underneath a lovely nook
 The Four-leaf clovers grow.

One leaf for hope and one for faith,
 And one for love, you know;
 He put another on for luck--
 Search and you'll find where they grow.
 Stop my friends and cast an eye; as you are now so
 once was I; As I am now, so you must be. Prepare for
 death and follow me. --Author unknown.

HEALTH TALK

An ounce of prevention is worth a pound(tons) of cure!

Don't expect your doctor to correct your health errors!
It is much easier for YOU to PREVENT sickness or an accident than it is to effect a cure!

Our illnesses are caused largely by:

1. Impure air we breathe
2. The food we eat
3. What we drink
4. Medical shots
5. Automobile accidents
6. Kind of thoughts we have.

1. The Air we breathe in our cities is filled with poisonous carbon monoxide and other gasses. This poison air is circulated by the blood stream to every part of the body. Unless you move out of the city there is no escape. Streets with heavy traffic are worst. Don't ask your doctor to repair the damages these poisons do to your body. Move away from them as far as you can.

2. Americans today live out of tin cans! You should never eat anything out of a tin can that you can buy fresh or in dried form, or from grandma's glass jars.

Fresh Foods. There is a trend among farmers to spray their fruits with poison. Housewives should make it their business to know whether the fruits and vegetables they feed their loved ones have been poisoned by sprays or not and to what extent. Don't ask your doctor to cure you from these poisons it will probably be too late by the time you go to him. Know where your fruits and vegetables come from or raise as many of them as you can yourself.

Meats. The sale of diseased meats has always been with us and it appears to be getting progressively worse. If you know where your meat came from or raise it yourself or kill it in the mountains, it will probably be pretty good. If Bang disease meat and butter gives you Undulant fever remember that your doctor will collect fees from you for a good many years before he is removed from the family payroll. Only the carnivorous or war-like animals of the earth are meat eaters. Meat is not essential to a wholesome diet. Your Creator has put all the necessary vitamins and food strength in vegetables, grain and fruits.

Grains. Grains are our most wholesome foods but by the time our mills get done with them they have very little food value in the flour sack or mush bag or on the baker's shelf. MILLETT is the only grain that contains ALL the minerals, fats and vitamins the human body needs. Millions of people in Asiatic countries live the year around on it without ever eating any other type of food at all! Yet it is comparatively unknown as a food in the U.S!

3. What we drink. The Dalles water in the Gay '90's was pronounced by the medical profession as the finest and purest in the state. The same water from the same mountains in 1950 was pronounced so bad by health authorities that a \$125,000 filter plant was put in at Wicks reservoir up Mill creek so chemicals could be put in it. The only way to get away from chemically treated water is to move out of town on to a farm where your water comes from a well, spring or other sources. Don't expect your doctor to treat you for "water stomach trouble" he drinks it too.

Liquor is a poison. If you guzzle liquor don't expect your doctor to "replace your piston rings or re-grind your valves," it will be too late then; just go on over and talk to the undertaker.

Tobacco is a poison taken into the blood stream through BOTH the lungs and stomach and its poisons are thoroughly circulated to all the tissues of the body. American babies are used to having their eyelids burned open by hot tobacco ashes! More than 1/2 the homes in America reek with the smell of tobacco. We are the greatest race of drug addicts the world has ever seen! Is that the way to raise a family?

4. Shots. There is a trend in medicine to cure your ills by shots of chemicals into the blood stream. The Creator never used that method! He chemically treated your foods and medicines in the digestive tract for your blood stream. Have our medical "wise men" matched the wisdom of the Creator? Not yet.

5. Automobiles are the number 1 source of accidents in America today as well as the No. 1 reason for general contamination of the air we breathe! Have we invented a monster we cannot control? Is the creature greater than the Creator? Will the age of drivers licensed have to be moved up to 30? Will speed limits have to be dropped to 40? Will insurance on youthful drivers have to be doubled? How can we get away from contamination by cars? By getting away from them and staying away from them!

6. Thoughts can pour poisons into the system or they can be invigorating and uplifting! Negative thoughts such as fear, hate, jealousy or selfishness help bring on sickness, disease, inharmony, failures, etc. If we remain like the little child with the smile, who knows no fear, hates no one, is jealous of no one and willing to share its happiness with all; we will find more happiness, better health, more success and will pour forth more love which everyone will see and return with a smile of love, with a pleasing remark or a Boy Scout type of good deed.

These are some of the steps toward better health and greater happiness.

Don't expect your neighbor or doctor or health officer to accomplish these things for you.

They are things that YOU are going to have to DO of your own free will to bring greater happiness and more and better health for yourself and your family.

RELIGIOUS PHILOSOPHY

The most fascinating study of all is religious philosophy. Being the basic foundation of all other subjects, it naturally would be. During World War I days the U.S. Armed forces and the entire nation sang a song entitled, "Where do we go from here boys, where do we go from here?" Of course the song gave no answer, it was published to sell, but it did provoke thought, where do we go from here? During that 35 year interval, in a very quiet way, we have made it our business to "feel out" many folks to see what they thought about where they were actually going from here? It was quite amazing to find out that not more than one admitted they had any idea and that one was vague! The Dallas has a population of 10,000, so our papers claim, and of that number you might find 10 that did have some definite idea of where they were going from here! That means that the vast majority of people live in a "religious vacuum" and are going to wait until death to "see what is going to happen;" see what the future has in store for them. Many will plainly make the astounding assertion that, "No one knows what lies beyond the grave!"- others expect to just "sit around and enjoy themselves for all time in the future!" So we decided to spend 4 or 5 years in the study of religious philosophy just to see what it all meant and what to expect in the future.

Religion is an acknowledgement by man of his dependency upon the Supreme Creator for everything we see, touch, taste, smell or hear, or for everything in the universe! Religion originated by both direct inspiration from our Creator and indirectly from the higher raised angel-spirits and from everything we see on earth, everything we hear on earth, everything we touch on earth, everything we smell on earth and everything we taste on earth. Nothing exists that is not a part of the Creator! He is everything on earth and in the heavens! Man grows in wisdom as he becomes conscious of the things about him in physical and spiritual and atomic form. Man realizes he has someone to give thanks to for all these things so he lifts his voice to his Heavenly Father in thanks. Man realizes how weak he is, realizes that his Creator gives him support all the time, so again he lifts his voice in appreciation to his Heavenly Father. When he needs more help to solve his problems he again has to lift his voice to his Heavenly Father. Since other human being and animals are only parts of the Creator man is put here to work in harmony with them and is expected to treat them as he would have them treat him! This is called the Faithest creed, "faith in the Supreme Heavenly Father and Creator." It is the basis of all religions for all time in the past and will be for all time in the future!

Our study further revealed that the world has 80 different bibles. Christians claim to have 600 million followers which include 200 million atheists in the communist countries some of whom have retained their Christian beliefs. The Mohammedians claim about 200 million followers. The Buddhists claim about 150 million followers. Braman followers number 200 million. The Jews have 15 million. Confucians number 350 millions. There are 500 millions in other creeds or are free thinkers.

According to the 1940 census about $\frac{2}{3}$ the people in the U.S. professed to belong to some church. That indicates about $\frac{1}{3}$ of the people are "free thinkers" on the matter of religion. By free thinking we mean that they are not tied down mentally to any specific creed; their minds are open, they reserve the right to talk about religion the same as they do about schools, politics or any other subject. This "freedom of religious thought and expression" is guaranteed by the U.S. constitution under which the atheist, agnostic, infidel has equal rights to express his beliefs as do the followers of all religious creeds. The remarks and observations in this chapter on religious philosophy will be of far more interest to the "free thinkers" than they will be to church members who have closed religious minds and will not permit themselves to think or talk broadly on the subject of religion.

Religious prejudice is amazing. When man wants to follow one of the sciences or any other subject he is encouraged to read and study as widely as possible to gain the greatest amount of wisdom; but when he reaches the field of religion he is told that one or two books contain all the world knows about religion and all others books on the subject are fakes or misleading! As a matter of fact no one book or bible contains ALL the information on any subject!--and ALL the books and or bibles do NOT contain all the information on the subject of religion, or any other subject! As a matter of fact all the world's combined knowledge at any one time, on any one subject, is never complete! If it was then man has reached the Creator and can go no further! The fact that He is countless millions of years ahead of us on ALL SUBJECTS should be ample evidence that no one has the answer or ever will have the answer on any one of our problems, complete as it should be. The reason for that is that man progresses and as he progresses he needs more wisdom and knowledge. So the field of religion is as wide open as the field of science, the arts, music or any other subject! After you have read all the world's 80 different religious bibles you will still be in kindergarden on religious philosophy.

The latest gift from the high-raised spirit-angels of Heaven(1847) was the bible Oahspe, called the "Wonder book of the ages." It is the only one of the bibles that goes into detail about man's history on earth, where he will go after he leaves this earth, what he will do when he gets there and what those great hosts of Heavenly angel-spirits have did for us and our advancement, and the difference between the various ranks of those angels and the Supreme Creator. Without some help it is generally not possible for the average person to read Oahspe and get anything out of it because it is written to satisfy the religious needs of our world for the next 2000 years and we simply do NOT have the wisdom to comprehend more than 5% of its contents; but that 5% is the most wonderful reading man has so far been permitted to let his mind dwell upon!

The "upper books" or chapters of the bible Oahspe tells about some of the activities of the billions of angel friends we have and how hard they are working day and night for your and my spiritual and mental advancement. All the accomplishments or educational advancement of man is the result of the combined efforts and long range planning of these high-raised angel-spirits. We had no prior conception of all this amazing work and their efforts indeed make us feel humble and gives us a new sense of gratitude. The only way we can return that help is to in turn, help some other human being in "boy scout manner." Have you did your good deed today? This brief explanation of these upper books is pitifully inadequate and in no way describes their glory. They have to be read and re-read for years to gather their meaning, as does the whole book.

The lower books contain a history of the world we live in, for the past 76,000 years, since the Adam man. Previous to that time there were man-like animals but they were NOT capable of receiving ever-lasting life so we shall not consider their history back to the molecule and algae from which all animal and plant life sprang. Angels from other planets came down, took on an earth body and mingled with these man-animals and produced offsprings. These off springs were the first capable of receiving enough intelligence to think for themselves. With the guidance of their spiritual fathers they continued to learn a little here and were able to advance in the Heavens, after they left here. Oahspe explains that the Supreme Creator does ALL the thinking for all life, except man whom he has given the power of decision or thought. In the case of man, a guardian angel-spirit is appointed over each human to remain with them for their entire lifetime and safely guide them into their Heavenly home. This Guardian Angel is there to inspire each person, answer their questions by making new ideas "pop into their heads" and by silently talking with the human's spiritual mind in both waking and sleeping hours.

The Polynesian religious code teaches that each person is a "triple personality"; that he has his "lower self" which does all the remembering; the middle self which does the reasoning and thinking; and the higher self which receives direct inspiration from the guardians above and transmits it to the reasoning or remembering self. The Polynesian code also confirms the existence of the spiritual body, within the physical, which goes to the Heavenly homes above after the transition which we call death. This code will clarify the picture some.

These first human beings existed on the sunken continent of Pan, as large as Asia, which existed out in the Pacific ocean and was a regular "garden of Eden" where everything to eat was provided in its natural form, where the weather was mild and conditions ideal for advancement of man. Those first little Holy men and women(midgets) could see their guardian angels and talk directly with them! All their trust was placed in their guardian angels, they lived in peace and very little harm befell them. During the earlier periods of their 50,000 years of existence they made great advancement in science, mathematics, engineering, in many respects higher and further than we have reached today! For instance in medicine, in cases of broken bones the bone and flesh was changed from the physical to the spiritual and then back to the physical in perfect condition and almost instantaneously! This art is still known but not practiced by the medical profession. Healing for sickness was done by laying on the hand and healing instantaneously. This is still practiced but not by the medical profession of the U.S. In the matter of communications they needed no phones or telegraph wires for there is an "aka thread connection" which permanently exists, when any 2 humans meet, and they merely used "mental telepathy", a system still used in the Polynesian island and other parts of the world while Americans pay tolls to telephone companies! They needed no cars, trucks, trains or planes, if they wanted to travel they merely laid their physical bodies down in deep sleep while the spiritual bodies made the journey, seen what was to be seen or talked with who they wanted to talk with and returned! In engineering they built great canals, pyramids, cities, buildings and boats, highways; developed their music, arts, and literature far beyond our times. Their religion was far superior to ours; their health was better, their happiness greater. Yes that Garden of Eden was wonderful, would that we had it today!

But finally there came a time, as it does with all races, when SELFISHNESS, the root of all evil, replaced the golden rule, replaced kindness, service to one another and love toward each other. This was followed the usual disease, plagues, famines, war, hatred, malice, abuse, jealousy, - the road that we are following today and are all too familiar with to say anymore about. It then became time to inspire the few good people, who still LIVED the Golden Rule to build arks(boats) for the purpose of leaving Pan, soon to be destroyed by sinking into the Pacific. The story of the "ark" is known by all races, all religions and all peoples. There were 138 of these arks, one of which is mentioned in the Christian bible. These arks were blown to all parts of the world 25,000 years ago. Most of us are familiar with the Noah story in the Christian bible; 2 other arks went to China; 2 to India; several to different places in Africa; Arabia, North and South America, Europe and the many islands.

These peoples all took their Faithest religion with them. They took the basic Panic language with them, which is the foundation for all world languages. They took their engineering knowledge with them and built pyramids in all countries, some of which stand and others of which disappeared. Great cities were built and populated in all lands. Many of the basic pioneer trades were followed. Great agricultural advancement took place in different countries under different climates as did the raising of stock and domestic animals. Great canals and reclamation projects were built to bring waters to the land. Some of the people lived in cities, others became roving nomadic tribes. Some had kingdom forms of government, others had council and tribal forms. The whole beautiful story is related in much detail in the bible Oahspe. It shows modern man has no monopoly on science or religion!

After about 15,000 years the peoples of various lands again had drifted so far away from the Creator in their religions that it became necessary to send prophets to them to remind them of the Faithest code and the Golden Rule and many of the other divine laws they had forgotten.

1. Zarathustra of Persia (called Zoroaster in Iran) was born about 9000 years ago, after the inspired union of 8 generations of foreparents of Persia, who were best capable to receiving inspiration from their guardian angel-spirits. Zarathustra, like the Christian Jesus, was able to "see and talk directly to his high-raised angel spirits." He sought and received their help and on many many many occasions the angels talked directly "through him" to the people and great leaders at interviews. This is nothing unusual as they generally do most all the talking "through our silver-tongued orators even today" and without the speaker realizing "where his words come from or how their selection was made." They do a great deal of writing through authors. Shakespeare was surrounded by more than 100 of the greatest literary angel-spirits that ever lived on earth! All our best literary efforts, music, arts, science all receive (unknowingly) this same inspiration. In fact, as we have said previously, man is not capable of doing anything at all without the help and support of his Heavenly guardians! The Divine Laws that Zarathustra gave the people are all set forth in detail in the bible Oahspe. He also healed the sick by laying on the hands and could even restore the dead if they had not been gone very long and talked directly with the Creator as well as his heavenly gods. It was under Fragapatti, the great Orion Chief (higher in wisdom than a god or goddess) and his countless billions of Heavenly hosts, working in the wisdom and power of the Supreme Creator Jehovah for 2000 years that paved the way in knowledge and wisdom so that the people of Persia were capable of receiving the teachings of Zarathustra. Like the Christian Christ, He spent many years in prayer and training before he started teaching.

These are some of the Zarathustrian laws: 1. That the Creator created everything and is everything both seen and unseen; 2. the mark of the Creator (representing the Creator) is a circle with a cross and leaf within and whoever "looketh upon this mark--seeth the name of the Creator;" 3. the triangle represents the father, mother and son;-- the Creator being the father, the earth being the mother and we human beings being the sons and daughters. The Commandments were:

1. Thou shalt covenant thyself to thy Creator and teach thy children to do the same;
2. Thou shalt keep holy the 4 moon days (Sundays) for they are the change of watch of the angels;
3. Thou shalt not kill what thy Creator created alive;
4. Love thy father next to thy Creator, obey his voice, honor thy mother because she brought thee forth by the will of the Creator;
5. Thou shalt not suffer thy desires to lead thee after women;
6. Thou shalt not take that which is another's;
7. Thou shalt not be vain, for nothing is thine;
8. Thou shalt not speak untruth;
9. Thou shalt not talk of thy neighbor behind his back--for the angels will go tell thy neighbor's soul what thou hast said;
10. Thou shalt not be idle or lazy or thy flesh will become weak and bear down thy soul;
11. Thou shalt not envy, nor harbor hatred against any man, woman or child;
12. Thou shalt not reprove any man or woman for their evil, for they are the Creator's;
13. Thou shalt reprove thine own child and teach him the right way;
14. Thou shalt not lie with thy wife during pregnancy;
15. Thou shalt not take to wife any of thy kin, save beyond the 5th generation;
16. Thou shalt not take to wife a woman of unclean habits;
17. Thou shalt not commit the self-habit;
18. Thou shalt not desire of thy neighbor more than thou wouldst give;
19. Thou shalt fast one day of the 4th moon all thy life;
20. One whole year of thy life thou shalt dwell with the poor, live with the poor, sleep with the poor, begging for alms for the poor.
21. Thou shalt give liberty to all men and serve no master but the Creator;
22. He who would grow in love and wisdom must give love and wisdom;
23. He that would rise in Heaven must begin by rising on earth.

Finally Zarathustra was hung by the king, between 2 thieves and his body cast to the lions. The temple of the king was destroyed by lightning and earthquake, the king dying within and his body being cast to the lions also. After 3 days he gathered with his disciples in the crescent circle, called the living altar of God, for the last talk, then entered a Heavenly ship to continue his wisdom and work above, in spirit form.

The student will see many parallels in the story of this first prophet and the 10 others who followed him and who were:

1. Po of China about 7000 years ago (full story in Oahspe); he taught the Faithest creed;
2. Abraham of Persia and Iran about 6000 years ago. His laws of God are about the same as above and are given in both the Christian and Oaspean bibles; he taught the Faithest creed;
3. Brahma of Persia and India about 6000 years ago, now has about 200 million followers;
4. About 5000 years ago Eawatah (Hiawatha) of America became the great Indian lawgiver whose code is listed under Indians on page 425 and had 500 million followers, now reduced to 350,000 in U.S.
5. Capilya of India was a prophet and lawgiver of 3400 years ago taught the Faithest creed;
6. Moses of Egypt 3400 years ago taught the Faithest creed and many of his teachings are listed in both the Christian and Oaspean bibles;

7. China, after whom China was named, 3400 years ago was the prophet and Faithest lawgiver who appeared about 3500 years following Po whom the Chinese had commenced to forget the teachings of. His "laws of God" are set forth in Oahspe and are similar to the Zarathusian laws.
8. Sikaya (Buddha) of India about 2500 years ago became the Faithest lawgiver and still has some 150 million followers in the orient. His teachings are in both the Buddha bible and Oahspe.
9. Ka'Yu (Confucius) of China, a great prophet and teacher of 2500 years ago who still has some 350 million followers. The greatest accomplishment of his disciples was to take 18,000 books of wisdom in China and reduce what they taught down to 20 books that all Chinese who had the desire could read. A copy of the sayings (wisdom) of Confucius should be in the library of every American who desires greater education in philosophy.
10. The prophet Jeshu (Jesus) appeared in Palestine about 2000 years ago. He was the great Jewish lawgiver, Faithest and essene; could talk directly to the angels; could heal by laying on the hands. Many of his teachings and words of wisdom are listed in both the Christian and the Oahspean bibles. He was very severe in his criticism of Roman lawmakers and governors. The bible Oahspe says he was stoned to death in the streets of Jerusalem. The Christian bible says he was crucified on a cross. He gave us again the Golden Rule; the same Golden Rule that every other one of the world's great prophets have gave to us.

Its this Golden Rule of doing unto others as you would have them to do unto you, that we too are gradually forgetting and replacing with SELFISHNESS, taking everything we can get and returning as little as possible! When selfishness replaces the Golden Rule that is very definately the hand-writing on the wall marking the beginning of the end for all those who live lives of selfishness.

The Polynesian creed tells us that, "the only way we can commit a sin is to DO a misdeed, harm or injury to another person; and if a person is guilty of such a sin, the only way that person can be forgiven is to ask the person injured for forgiveness! When that person does forgive, either here or in the hereafter, we will then and only then, be able to go on and advance!"

There is a great lesson to be learned in that Polynesian code, taken directly from the original code of the sunken continent of Pan. Read it over again. Memorize it. Never forget it. Most of our bibles and religions don't make the mechanics of how to apply and live the Golden Rule that plain.

Some of our religions even falsely teach that no matter how many people you have injured if you will only accept their creed "all will be forgiven!" No religion has the power of forgiveness! Only the person harmed has that power! Each of us are responsible for the things we do. We cannot shift that responsibility and neither can another assume our responsibilities for us! All things we do are permanently marked against our record! They are recorded in light colors in our spiritual bodies and can be read like a BRIGHT NEON LIGHT sign, by the higher-raised angel-spirits! Your body won't be there to hide your colored spirit. Your mistreatment of your fellow human beings will be written plain enough for all to see. You may have to spend several hundred years to compensate for the wrongs you have did by working hard for others less fortunate. Remember this the next time you set on a jury in judgement of a human being! Remember this in your business transactions and don't unjustly take a man's home or property from him! Don't ever kill another human being for the same reason, in or out of the military forces, on or off the police force or on any other occasion. Judgement is even against the state and nation that takes other lives. Remember this applies if you have broken up a man's home; if a life is taken by abortion or by accident or by stealing the good name of your neighbor. Shakesphere said, "He who steals my purse steals trash, but he who steals my good name, indeed makes me poor!" Before injuring another person always ask your conscious self (guardian angel) whether its right or not and they will give you the correct answer. Heed it, don't disregard it.

If we LIVE pretty close to the Golden Rule we are already IN the first resurrection right here on earth! Those that love their neighbors and families as they love themselves generally have neighbors and families that love them and like to do things for them. If you LIVE the Golden Rule soon you will find you won't have time to listen to anything bad about another person or ever DO a harmful act against them. You will find pleasure in helping them. Many people show this in organizations they work with. They don't have time to worry about harm. Even when personally abused they laugh it off and pity the abuser making him feel small by being "walled off" in an earthly hell until he works his way out by good deeds to others.

A Life of Peace

If only he could go peacefully through life with his loved ones at his side, letting them shed their love over him like a sweet fragrance. If only a life of quiet away from all the worry and strife; a life of sweet peace of mind, clearness of conscience, - yes that is worth far more than wealth, luxury or fame. To see his children growing up like pure lilies, that is Heaven on earth! When your Guardian Angel visits with you, enjoy those golden moments of inspiration lest they slip by leaving you only memories. Love your family and friends while they are here with you to love. After they are taken away one by one, then its too late and you will deeply regret that you did NOT do your best. --Author unknown.

We admit that often it is hard to "turn the other cheek" when abuse and injury is heaped upon one. Generally an appeal can be made to the "right people" for assistance. Too often in our history have we used the gun first and asked questions afterwards when a peaceful approach could have been made.

At Death

At the transition we call death, when the physical and spiritual bodies become separated, the spiritual body, (an exact duplicate in every detail of the physical and which is imbedded within the physical body) generally remains in sleep for about 3 days (the time varies with different people).

Fetal spirits of unborn children remain with the father, mother or other close relative or friend for 9 months and are then delivered for further Heavenly fetal service.

The spirit body of the mature person is guided by his or her Guardian Angel to the lower Heavens about 60 miles above where it awakens amid a host of friends trained in receiving such new arrivals. It is clothed in spiritual clothing and fed spiritual foods, if needed. They are then classified, much after army fashion and taught how to clothe and feed themselves, learn how to travel about and how to distinguish Heavenly things from earthly things. Folks with immature, weak or prejudiced minds have to be put in "Heavenly mental hospitals" to be handled with special care. It generally takes at least 2 years in this first kindergarden.

You then become an apprentice in the first resurrection, learning how to live the Golden Rule, how to make clothes, how to obtain food, how to participate in recreational activities, dancing, music, the arts for about 3 years; then an apprentice craftsman for 2 years; then 3 years as a nurse assistant; 4 assistant to a physician for 40 years; 5 nurse for 10 years; 6 physician for 50 years; 7 factor for 12 years making fabrics in the great Heavenly factories; 8 food maker for 12 years in the food factories; 9 transportation service 12 years; 10 creative apprentice for 30 years; 11 learning about earthly things in uz for 12 years; 12 attending the colleges of vortices and mathematics from 5 to 40 years; 13 an apprentice to an architect for 8 years; 14 then the school of light and darkness for 70 years; 15 the building and propelling of Heavenly boats for 24 years; 16 travelling in Heavenly boats for at least 50 years and sometimes for hundreds of years observing the glories of the universe and learning the Heavenly roads through some of it; 17 an apprentice Loo'is for 200 years observing life among human mortals of the world; 18 then 200 years as an Ashar (Guardian Angel) for one or more human beings on earth, from the time of their birth to the time of their death, inspiring them mentally and spiritually in their development; 19 then 66 years as an Asaph recording the development of humans to the number of about 200 whose earthly guidance they help jointly with in cooperation with Guardian Angels; 20 learning sounds and colors; 21 creating sounds and colors; 22 learning about distant color explosions; learning to hear what 1000 people have to say and tell what each individual said; 24 telling what they said without seeing or hearing them; 25 messenger between the Lords for 100 years; 26 then promotion to Marshall and service from 200 to 400 years; 27 promotion to a Lord over a city of human mortals; then to a Lord-God or Goddess, then after several thousand years to a God or Goddess over at least a section of the world of humans; then to a great Orion Chief or Chieftess in charge of a world like the earth. The rise continues onward and upward without end toward the Great Supreme Creator Jehovah who is everything everywhere.

The book of Inspiration in the Bible Oahspe says, "Man's individual destiny is not half complete until he had helped create a world (like the earth) on which the Creator will create and give life to all living things thereon and sustain all life thereon by His ever-presence." It explains further that Gods and Goddesses are put in charge of the mental and spiritual advancement of mankind on this earth for periods of 2000 to 3000 years, called arcs. We are now living in the arc of Kosmon, during which arc our Creator will, by direct inspiration on each of us, cause mankind to undergo great spiritual advancement, - by LIVING the Golden Rule rather than talking about it on Sunday and fleesing your neighbors on the other days of the week! It explains further that only the Creator can create and sustain any type of life on this or the many other countless millions of inhabited planets. This is the first lesson in wisdom to learn about your Creator.

When the student comprehends this first lesson about his Creator he can then read Oahspe with understanding. He can see how and why the Creator is everything, the air, the water, the flowers and all plant life; he is what you see, smell, touch, taste, feel and everything unseen like heat, electricity, light, atoms of power etc. The entire Universe is nothing more or less than the Creator yet His ability to reveal Himself in so many countless Billions of ways and in so many countless Billions of places all at the same time is so stupendous and astounding that it is incomprehensible to mortals of this human world.

The sense of preception or ability to realize the presence of your Creator varies in every individual. We are inspired by our environment (what we see, hear, smell, touch or taste), inspired by our Guardian angels and inspired by the magnetism or pulling power (love) between the Creator and each one of us. He quickened you into everlasting life at the time of conception, giving you a soul which is part of His love. This soul and spiritual body grows with the physical. He maintains the life in your body by his ever-present blood circulation method from conception to death! He provides all the food you eat, the water you drink, the air you breathe, the clothes you wear, the home you live in, the job you work at, your income, your family- again loving you through them, all your friends. In fact everything in the world is provided free by your Creator for your pleasure and enjoyment. If man does not enjoy all these beautiful free gifts it is due largely to his own blindness and selfishness! Christmas is not the only time this great Santa Claus gives us things, He is Santa to His children all the time! He rains a never ending series of blessings down upon us. In our blindness and ignorance we don't even see them as gifts, we don't know who to thank for them and we all too often mistreat His other children whom He loves the same as you and I. Where is our Gratitude?

The only power your Creator gave you in your own right is the power of free decision or freedom of thought. Man is the only creature living with even that much power in its own right. Your Creator makes all the decisions for all other forms of life which move in a limited sphere. With man, after he has decided WHAT he wants to do, his Creator provides ALL the power necessary to perform the task, through the body, emotions, spirit or mind. As soon as he withdraws even a small portion of that power one becomes paralyzed and if all is withdrawn life in the human body passes out.

Man is vain. He points to the many things he does. He is blinded by his vainness. Seldom does he ever give his Creator credit for His eternal presence and the power He supplies. The least we can do to show our appreciation is to treat other human beings like they are human children by LIVING the Golden Rule. In this way we can help fulfill the Christian Lord's prayer by making things on earth like they are in Heaven. The person that goes to church on Sunday and chants the Lord's prayer then refuses or neglects to LIVE the Golden Rule the rest of the week is living a life of sham and mockery, making fun of his religion and heaping disrespect upon himself and his church. Our churches and organizations are here for the purpose of helping, collectively, the individual. If we can't or won't live up to the high standards they set, membership should be dropped lest discredit be brought upon the organization.

We have tried to show in this treatise on religious philosophy some of the history of religion, some of the history of man, what the purpose of life here on earth is for, how it was created and sustained, how long its existence has been and what the future outlook is for each of us after we leave this worldly home of ours.

We have avoided the field of prediction. Oahspe says human life has been here for 78,000 years and will continue here for another 78,000 years. We are at the half way point in human life here. It does go on to say a good many things about the future such as the future form of fraternal government we are now learning in our lodges and organizations; about the reduction in the size of cities down to not exceed 3000 people where everyone will know everyone else and have some human feelings toward one another that people in our larger cities cannot have; about the abolishment of frontiers so we can all mingle together in one great brotherhood; about better treatment of one another by LIVING the Golden Rule; the abolishment of war and our penal institutions as we know them today by placing our faith in our Creator rather than our guns and munitions of war which are no longer able to "protect" us; by laying the emphasis on cultural advancement of man and education of all our children as a human right; the abolishment of property holdings and so called rights which breeds selfishness, envy and harm to one another; the establishment of human rights in place of property rights; a general overhauling of our antique religious and educational customs and beliefs with the view of teaching a better way of life.

A good many of these things will not be witnessed in our time. Humanity has to progress slowly and its going to be a hard problem to remove the selfish motive in each of us and supplant it by a "brotherly love" motive. We have built our nation upon the coveted lands of others. We built our business institutions upon the dollars we covet that belongs to someone else. Gradually the co-operative movement is moving into the field of business, life insurance, hospitalization, roads, schools, even homes, banks, farms and many many other activities. The movement is expanding and growing. It shows the inspiration that people are receiving and how they are applying that inspiration in the business and commercial world and even in some manufacturing lines.

One question that troubles so many is they say they don't see and feel the inspiration we have spoken of herein. On page 457, under Health we have explained many of the reasons why. When the human body is so badly contaminated and polluted by liquor, tobacco and the many other poisons mentioned on that page, it becomes drugged or stupified and hard to receive inspiration. A lot of those bad habits must be eliminated for better and quicker advancement. Then after they are eliminated one must seek out literature and training along the lines herein spoken of in order to see and understand the inspiration and how it is given. Your body is the "house of God!"

Very few people may be interested in religion as a general study and avocation. But everyone has a hobby. It may be fishing and how the sportsman appreciates the Creator in the great out of doors. It may be in horses, dogs, cats or the many other animals or birds that the person may see his Creator and receive inspiration from. The geologist sees the Creator's handiwork in rocks. The gardener sees Him again in the vegetables. Everyone admires His wonderful beauty and fragrance in the flowers and many never tire working in such gardens with Him. Youth sees and feels His intense love in each other which becomes so impelling they are led to the altar because they cannot stand to be separated and they in turn adore and love their children conceived in that love, a wonderful thing which should be cultivated by kindness, adoration, praise, love, sacrifice. It is a terrible thing to see the love of human couples broken up, especially by divorce and preventable causes.

No two of us see and feel His presence in exactly the same way. We therefore recognize our Creator in different ways. There is just as much religion in a good hobby as there is in a church. As a matter of fact a "church" exists when 2 or more human beings are together. Unless they are jesting they are revealing their highest feelings and light ordinarily.

Thank your Creator by DOING a Boy Scout act of kindness for someone each day.

OUR FIRST FAIR of 1885 by Edward F. Sharp

The first Wasco County Fair had its first official start in 1885 when A. S. McAllister, a retired John Day sheepman and operator of The Dalles Steam Laundry at 3rd & Federal, became the first president of the Fair Board. Phillip Sharp, father of Edward (above) who furnished the information for this story, was vice-president of the board. J. O. Mack, father of Mable Mack of The Dalles and a wholesale liquor dealer of those times was secretary-treasurer.

Orlando Humason, the father of Wasco County, was very much interested in the fair project. He owned a farm up on the hill (bluff) which included the grounds selected for the fair. He leased 40 acres to the Fair Board at a very low figure. The 40 acres were bounded by 12th street on the north, H street on the east, 14 street on the south and ran west almost over to the I.N. Wiley place on B or Federal street. The Humason Donation Land claim had been fenced 40 years before (1855) by an old "worm fence" of 12 foot rails. Ed Sharp hauled these rails down to his 4th & Federal street home for firewood. The rails were filled with the accumulation of 40 years of wind blown sand which very effectively filled every crack and crevice. The old steam wood-saw operator had to spend about half of his time filing his saw which was dulled by the sand in the rails!

The Fair Board erected a high board fence around the race track and pavilion and grandstand portion of the grounds to keep the Indians and kids out. They hired Edward Sharp, surveyor and later Wasco County surveyor, to lay out the $\frac{1}{2}$ mile track which he did by striking 2 circles at the end of 1/8th of a mile straight-of-ways, at the right distance to make the full $\frac{1}{2}$ mile track. The grounds had a natural incline up on the 14th street side which made a fine grandstand location and place for bleachers. Anne and Elizabeth Lang handled the pavilion displays.

In those days practically everyone had a horse. Interest in horse racing was always a feverish topic which could only be settled on the race track by a Sunday, holiday or Fair race, at which money always changed hands. The race track was used between Fairs for training horses, racing and ball games.

The Fair Board built a pavilion and exhibit building 60 X 150 feet just west of 13 & Kelley Avenue, the second year of the fair. By that time a circuit of race horses always played the fair. Eban Boyington, Dalles horse trainer and trader, had one of the best trotters. He was a big 1600 pound Purcheon work stallion, but he could open up and run a half mile like a deer! The betting was always on the level. There was a row of stables for the horses and other livestock as well as pens. Water was piped over from the old John's Mill flume, used then by the city as a water pipe line. The first year they had to haul water to the grounds for stock and drinking purposes.

In 1895 as residences commenced to encroach upon the grounds the Board leased 40 acres from the Stadelmans which is now known as Wasco County Hospital and Fair Grounds. The Board developed that into one of the best Fair Grounds in eastern Oregon. It also had a half mile track, a nice pavilion, now used as Wasco County Hospital. It had stables for horses, pens for livestock and plenty of water. The Fair was held on the streets of The Dalles in 1907-08-09-10-1911.

In 1912 when Jim Kelley was president of the Fair Board he and Victor Marden started the Pendelton Roundup in The Dalles on these fair grounds west of town. The first year local cowboys from Wasco and Klickitat counties did the riding. Then Victor Marden went east to visit the Cheyenne Roundup, the first ever held north of Texas. He induced some of those riders to come out for The Dalles Roundup in 1913 and they made a much better show. By 1914 Pendelton "saw the light" and had the Cheyenne boys stop for their show, after they left The Dalles, making the Pendelton turnout much bigger. The 1914 show was the biggest and best roundup The Dalles ever seen and the best Pendelton had had up to then. Jealousy crept into The Dalles show and Victor Marden was accused of trying to promote the show just to sell saddles and make his business better. This was just what Pendelton wanted. The Dalles show in 1915 was not so good and the Pendelton show was bigger and better than ever. During World War 1 days Wasco County and The Dalles business men dropped BOTH the fair and the show. This was all it took to kill the fair in The Dalles and there had never been one held here since.

A Horse show was held at Dufur in 1916 and 1917. Frank Ingalls was the booster of that show and it featured draft horses, buggies and buggy teams and general purpose horses. A Dufur Fair and show was also held Friday and Saturday Sept. 29, 1930. It was sponsored by the Dufur Valley Fruit Growers' Association Fair Committee whose membership included E. Gill, T.H. Johnston, W.G. Faust, M.M. Burtner, G.W. Parker. These men solicited exhibits and had them delivered into Dufur. Frank Ingalls managed the horse show.

The Southern Wasco County Fair was established at Tygh Valley by this time. A full account of the struggles and success of the Tygh fair which has since become the Wasco County Fair, is covered in this history under Tygh Valley.

It is interesting to note that Antelope also had a horse show and fair in that city in 1898 and 1899 an account of which is given in this history under Antelope.

OUR WILD FLOWERS

The wild flowers of our vicinity was a subject very ably written by Mrs. S. Brooks in the Times-Mountaineer of May 17, 1898, loaned for this work from the library of Mrs. Fred Houghton:

Our wild flowers well deserve mention. I only wish I had more time to devote to them. The little *Erigenia* or Indian Potato with its delicate heliotrope odor is the first to make its appearance, often as early as January, if we have a few warm days. The next are the Golden Stars, then the Purple Eyed Grass with its yellow companion the little *Fritillaria* which proclaims spring has really come. They are followed by the Golden *Erythronium* (Rock Lilies), the buttercups, larkspurs, peonies, and lupins of all shades from blues to purple and white, some pinks and yellows too.

Summer brings the Painted Cup with its fiery glow, the *Penstemons* and many others of the Labiate family. There are crowds of *Compositae* headed by the Sun Flower. Among the shrubs is the Oregon Grape, Service Berry, Wild Cherry, Yellow Currant, Ocean Spray and its cousin *Shushula* with lilac colored blossoms of the spiraea type. Along the creeks are the wild roses and White Clematis near The Dalles. Across the Columbia in the sands of Rockland (Dallesport) the *Afronia* with its verbena-like flowers prevail and sand lilies.

First Flowers in The Dalles

The first cultivated flowers in The Dalles were grown at the homes of Judge W.C. Laughlin and Captain Lawrence Coe's home and when I brought my first rose cutting from Portland to The Dalles on the steamer Idaho in 1868 the attention I received was only ridicule that I should hope any of them would grow. I scarcely think of any of my cuttings being the ancestors of our beautiful rose bushes of The Dalles today. Attempts to beautify the home and make life's surroundings better are never lost. Today our green lawns and flowers speak of homes of refinement and culture. A home is not only a house but also the surroundings and their influence. My plea is to flower-deck all our homes, especially those in the country. The little space of beauty, near the home, on which the eye may rest after the days toil lightens the burden. Children will leave the home which has forgotten mother's old fashion flower garden.

Oregon Grape

Oregon Grape, our state flower or plant has leaves even more beautiful than the flower. The flower is rich in beauty all its own. Oregon Grape with its brilliant green and deepest crimson surpasses the world famous English Holly. It is found from the Pacific Ocean to the Rocky mountains in the days when Oregon domain extended to those limits and from California to the Columbia river, the biggest state the Union ever had in 1949. It is truly representative of our beautiful state, evergreen, with crimson and gold.

The Geranium

The easiest house plant of all to grow is the geranium. There are many beautiful varieties now grown for a great display of flowers. They must be protected from the frost on cold winter days but a little care will reward the grower with freshness for the home.

The Congregational Church

The Congregational church was established in 1859 by Rev. W.A. Tenny. They used the old Wasco county courthouse which sat where the city hall now is, but the prisoners in the jail on the first floor interrupted the services by singing different songs and loud talking. In 1862 Rev. Thomas Condon became pastor and they built their first church in 1863. Charter members were: E.S. and Mary Joslyn, W.D. Stilwell, E.S. Penfield, Zelek and Camilla Donnell, Robert Pentland, Governor Zenas Moody, H.J. Waldron, E.B. Comfort, Orlando Humason, John P. Booth, James B. Condon, Joshua French, Samuel Brooks, E.B. McFarland, Fred McDonald, R.A. Roscoe, W.R. Butcher, O. Sylvester, B.S. Hunnington, Mrs. E.R. Robinson.

Dr. Condon resigned in 1873 to become professor of geology at Pacific University and later at the University of Oregon. Rev. W.R. Butcher served to 1876; J.W. Harris to 1878; D.D. Gray to 1887; R.V. Hoyt (1887-88); W.C. Curtiss (1888-89) and the church burned in 1898. A new one was built in 1889 costing \$13,000.

The Baptist Church

The Baptist church was established at 3rd & Washington in 1872 with Rev. Ezra Fisher and G.C. Chandler in charge. In 1878 Rev. C.W. Rees was pastor. In Dec. 1881 the Baptist Home Missionary Society sent Rev. O.D. Taylor. In 1883 the 3rd street property was sold for \$4250 and a new church erected at 5th & Washington where the courthouse now stands and completed in 1884. In 1887 Rev. J.C. Baker became pastor and in 1888 Rev. O.D. Taylor became pastor. In 1889 John Harper, M.J. Hill and L.L. Hill incorporated the Calvary Baptist Church and in 1901 dedicated their \$2500 church at 7th and Union. The members abandoned the old First Baptist church, on account of the conduct of Rev. O.D. Taylor (see page 448) and he left for Baker City about 1904 where he died. The church was acquired by Wasco County and one of the best court houses in the west replaced the old building. The new \$160,000 Baptist church at 12 & Federal was dedicated in September 1951.

The Harvey Machine Co.

The Harvey Machine Company's plans to build a \$65,000,000 aluminum reduction plant at The Dalles has stirred almost as much excitement as the government's building of The Dalles Dam. As this history is being written Lawrence Harvey of Torrance and Los Angeles, Calif. was quoted by the United Press on November 16, 1952 as declaring, "that the proposed plant at The Dalles could be constructed in 12 to 18 months if the Defense Production Administration granted the permit to build and buy controlled materials. The plant would produce 54,000 tons of aluminum annually, to be processed into bars in the second stage potline section. The third stage would be a rolling mill to process the bars into sheets and other forms for fabrication. The local PUD and Bonneville Power Administration have given the firm power to operate the plant from McNary Dam which will be available in 1954 to the extent of 80,000 k.w. of firm power and 60,000 k.w. of interruptable power and to employ 1000 men in the reduction plant and a like number in the rolling mill. At site Dalles Dam power will be available for \$14.50 per k.w.yr. 1957!"

The company was attracted to The Dalles area by Ivan Bloch, Portland industrial consultant retained by Dalles City, Port of The Dalles, Wasco County and the Chamber of Commerce. (When Ivan Bloch first came to the Pacific coast with Bonneville Power Administration and talked industrial development in The Dalles, he was belittled by private power advocates in The Dalles who laughed at him and said, "his statements are only a pipe dream.") Efforts will be made to "write off" part of the plant's cost as a defense plant by using its federal tax money to defray building costs. The plant holds an option on 400 acres of Dallesport land and 250 acres north of the railroad tracks in the Chenoweth creek area which includes river frontage for ocean-going ships and barges which would carry raw bauxite ore for processing here. The ore would come from the Caribbean area of the Dutch islands and Dutch Guiana on the northeast corner of South America. The Harvey company reported that they were buying enough metal now to support and pay for a new plant and the government needs 200,000 tons more annually.

Fumes from the plant are expected to be controlled by "fume arrestors" which were reported to be able to filter 90% of the poison from the smoke. April 1, 1953 was the date set for the final announcements of the plans of the Harvey Machine Co. according to Leo M. Harvey, president. The tax writeoff was 85% and the financing of The Dalles plant is all taken care of. Leo Harvey is a man of action, not words. He started out in 1914 with one man and now has sales of \$30,000,000 annually. Lawrence Harvey is vice-president and chairman of the board of directors. Herbert Harvey, brother of Leo, is in charge of production. Homer Harvey, son of Leo, like his brother Lawrence, is a vice-president. They expect to have the first aluminum on the market from The Dalles plant in 1954. The market price is "pegged" at what it costs to produce aluminum at the newest plant! Leo Harvey expects to try out ocean-going barges to haul his ore with as their shallow draft makes them easy to get in and out of the shallow harbors of the Guianas. A Liberty ship of 8000 tons capacity costs \$2000 a day to operate while barges cost \$800 a day, a string of which will haul 20,000 tons at \$4000 a day, for a savings of 60%. It was planned to haul gypsum board from Los Angeles to the east coast and return with a ship load of bauxite to The Dalles. A lawsuit is pending against the American Cyanamid Co. for possession of the British-Guiana mines. Ore from Singapore is possible. The government has granted them their \$20,000,000 rolling mill for aluminum sheets, strips and circular metal pieces.

Lawrence A. Harvey

Lawrence A. Harvey, manufacturer, was born at Ontario, California May 18, 1912 the son of Leo M. and Lena P. (Brody) Harvey; B.S. University of Southern California 1931; LLB 1933; MBA Harvard University 1935; married Ruth Fuhrman in 1940 and have Brian and Larry.

Was admitted to the bar in California in 1933; is a member of the firm of Harvey & Viereck 1933; is vice-president of the Harvey Machine Co. Inc.; was president of the Consolidated Pacific Investment Co. (1938); was an officer in the Harcraft Appliances, Inc. 1945; was vice-president of the Harcraft Subway Terminal Corp.; was a vice-president in the Robot Laundry Machinery Corp. and with the Vendomatic Co. (all of California).

Mr. Harvey is a member of the Society of Aero Engineers; the Army Ordnance Association; the Harvard Business School Alumni Association of Los Angeles and the American Bar Association.

His California home address is 8641 Langdon Street, Van Nuys, California. His office address is 19200 South Western Avenue, Torrance, California.

The Harvey Machine Company's plans, if fully carried out, will provide employment for 2000 families in The Dalles! That number is about equal to the number of individual working families now in The Dalles! In other words about $\frac{1}{2}$ the working men of The Dalles will, after 1954, be employed by the Harvey Machine Co! The Harvey Machine Co. will dominate the life of the city, the industrial life, the schools, the social life, political affairs, our churches, our organizations. For a long time business men and many citizens have wanted "new blood" in the city, new faces, new ideas, new people. This long sought-for request will be answered in a "big way" and like a tidal wave over the city in the next 2 years. Are we prepared to welcome our new neighbors? They will seek 2000 new homes which means a lot of new homes are going to be built, new streets, water, sewer and other problems to be met, as well as schools, churches and more business houses.

There is NOT too much room for new industries on this side of the river. There is plenty of room on the Washington side. We don't expect The Dalles to grow too large on account of lack of industrial space. It will be nice to see a large responsible firm like the Harvey Machine Co. dominate the scene. New blood and new community leadership might be just the tonic we need. Harvey Machine Co. employees are going to be with us for a long time to come. Lets give them a warm cordial welcome.

McNeal, Fullen, Harmon,
Good, Gibson, Barnes,
Broyles, Parsons, Yager,
Wilhoit, Davis, Renoe,
Baker, Hornbuckle

Wm. H. McNeal

MEMBER OF

LEGION, V. F. W., GRANGE,
CLAN McNEILL ASSOCIATION



ITY DIRECTOR

1939 Portland, Oregon convention of Na-
tional Letter Carriers' Association.

ATION

al Mail Carrier & Cherry Orchardist.

THE DALLES

First settlement 1838; is "the center" of 44%
of the nation's cheapest electric power [2
mills per KWH]; payrolls \$1,000,000; farm
income 3,000,000 annually; 289 days sun-
shine a year.

THE DALLES, OREGON

[The World's Newest Seaport]

BIOGRAPHY

Born at The Dalles, Oregon March 19, 1899, son of Orvin O. McNeal(1872-1910)a native of Mo. who came west by covered wagon(1882)with his parents, Wm. E. McNeal(1849-1932)native of Tenn. who lived in Mo. from 1853 to 1882, and whose wife was Martha(Barnes)McNeal(1845-1901)of Ky. They farmed in Thompson Addition when it was first opened for settlement in 1884 and jointly operated and vegetable and fish market on Court street until about 1900. Orvin O. McNeal married(1898)Nettie Davis(1875-1938)daughter of Silas Wm. Davis(1832-1897)native of Mo. who married Emeline Renoe(1839-1933)and came west to The Dalles by covered wagon in 1885 where Mr. Davis built boats for the Oregon Steam Navigation Co. and was a trainman on their Dalles to Celilo Portage railroad then operated The Dalles to Wapinitia Stage line from 1885 to 1897.

Wm. H. McNeal was educated in The Dalles schools; spent 2 years in Navy(1917-1919); worked 3 parts of years(1916-17-19)in the mines at Butte; railroaded(1919-20); finished high school in 1921; was a printer's devil on Optimist in 1922; was a railroad painter in 1923-24; entered postal service in 1925, been a Rural Mail carrier since 1926; was an apprentice store clerk for Edw.C. Pease 1911-12; was Western Union messenger boy in 1920; served on battleship Oregon and submarine service in navy; was publicity director for the Portland convention of the National Rural Letter Carriers' Association in 1939 writing many articles on the west for the National Rural Letter Carrier, Washington, D.C., wrote articles for Oregon Grange Bulletin of Portland, for Chronicle and Optimist of The Dalles, for Western Horseman of Colorado Springs, for Oregon Journal of Education, for Portland Oregonian and Journal, for veteran publications; was editor of the Beaver Bulletin(1946-47)a private publication of the Oregon Rural Letter Carriers' Association; was commander of the Willard Anderson Post No.2471 Veterans of Foreign Wars of The Dalles(1933-34); was 3 years director of the Public Power Club of The Dalles and the Grange Public Power Committee which brought cheap Bonneville power to The Dalles and the farmers of the Mid-Columbia area; been an advocate of gravelled roads for farmers since 1926; member of American Legion; Grange and V.F.W. Faithest by religion. Listed in Vol.3 pages 383-84 1937 edition Compendium of American Genealogy; compiler of "Some of the Descendents of Col. John McNeal." Hobby:writer of history and feature articles; veterans affairs; cheap power and better roads. Married (1933)Elva, daughter of Benj. F. and Lina(Dillion)Wilhoit of Prineville; have son Ray of New York and daughter Gay of The Dalles; sister Emeline(Mrs.Burt M. Anderson)Seattle; brother John of The Dalles and half sister Frances of Portland.

This History

We first became interested in history while working with the American Legion Frolics committee on publicity which published annually a paper advertising the show. Considerable reading and talking of history was necessary to get articles for that publication. Rex Miles was the editor and a fine fellow to work with. He was United Press wire operator on the Chronicle, writer and ad man. During those years we gathered considerable Wasco County historical data. We did not want to encroach upon aunt Lulu D. Crandall's efforts along those lines too much for she was doing a fine job. We urged her to compile her material in book form. She had plans for doing that but research work prevented their materialization. We had hoped some of the better qualified "old timers" of Wasco County would pick up the thread where Mrs. Crandall left off but no one ever did.

It finally reached a point where little children and big ones too commenced to wonder why, if we had such a wealth of historical data in Wasco County, that it was not put in book form so they could refer to it in their school, home and organizational work? We didn't realize how important this really was to them until our own girl came home with similar questions which we couldn't answer. Then we set down to do something about it to satisfy our children and students of history who thirst for historical data on our rich history. It is a slow, hard, exacting task to write history.

This is NOT a perfect history. It is NOT over 75% perfect. The student should allow 25% for bad spelling, punctuation, poor grammar, errors in dates, typographical errors. The human mind is not more than 75% perfect. A committee could have made it 90% perfect, but where is that committee? We hope and trust the next historian will do better.

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A SCRAP FROM AN OLD DIARY, by Elizabeth M. Wilson of The Dalles.

The following short story was published in the 1905 edition of the Souvenir of Western Women by Elizabeth Wilson, mother of Judge Fred W. Wilson of The Dalles and loaned from the library of Mrs. Fred Houghton of The Dalles for this record:

In September 1851, I was riding (on horseback) from Albany to Forest Grove, where I was then engaged in teaching. Only for short distances was there anything that could be called a road for wheeled vehicles. Much of the way we rode over a grassy trail, and everywhere the "ooihut" was in the open.

The few and far-between settlers, as soon as was possible, had a corral fence for cattle and horses if they were fortunate enough to have any, and a field of grain, but nowhere could a fence be found on both sides of the way. The day waned; we met no one; we passed no one as we rode. It was a delightful ride, though a lonely one. Several times from adjoining thickets we saw the faces of deer steadily gazing at us with their penetrating eyes wholly without fear.

We were still many miles from our destination and very tired and it was decided that the next cabin should be interviewed to see if any possible supper could be obtained. As we turned the bend of a large hill, somewhere in Yamhill county, we came in sight of a man plowing in the open. At some distance was a cabin, and a fence enclosing a piece of land for gardening. My escort rode to the plowman to make inquiries, and I to the cabin. Two children, about 4 and 6 years of age were standing by a rude stile. I asked them to tell their mother that I wanted to speak with her. They made no reply, but steadily stared at me.

"Go call your mamma," said I.

There was no response. I then dismounted, wondering that no motive of interest or curiosity had caused the cabin door to open, but still all was silent. I said to the oldest: "Take me where your mamma is."

She readily took my hand and led me through the tall rye grass and stopped by a newly-made grave!

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66. Albert S. Roberts; page 215.
67. Wm. Roberts; page 215.
68. Tom Roberts; page 215.
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99. Frank B. Ingalls of Dufur; page 325.
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102. John Adam Fleck, The Dalles; page 402.
103. Herbert Edward Morrow, geologist; 439 & 440.

List Additional People Below:

104. _____
105. _____
106. _____
107. _____
108. _____
109. _____
110. _____
111. _____
112. _____
113. _____
114. Please refer to pages 442 & 443, list of 105 veterans who died in the service.

THE SHANGRI-LA VALLEY of the WEST by W.H. McNeal

When James Hilton wrote his Lost Horizon story which we are all familiar with, little did we realize that right here in our own back yard, so to speak, is the "hidden valley of Shangri-la" of the west! It has been known by the Indians for hundreds of years as HEAVEN! It was discovered by the white man in the 1880's. It is known to only a handful of people. For years it was the summer home for many Dalles people. We call it the Trout Lake country. Its area is some 50 square miles. It contains numerous lakes full of mountain trout and many streams that have never seen a fish hook! The forests abound with deer, elk, bear, game birds. The huckleberry fields lure a few fall visitors.

The forest service has provided 82 campsites in the area for the camper, hiker, sportsman, photographer, artist, vacationist or berry picker, along the creeks, rivers, meadows, lakes, springs or berry patches, with no reservations needed and no charges! Plenty of pure mountain air, washed free of man-made poisons; plenty of pure mountain drinking water, not contaminated by man-made purifying methods; fresh foods from the streams, bushes, gardens or on the wing or on foot that needs no "federal inspection" to certify as to its pureness! Sunshine with all its mountain glory. A magic carpet of green underfoot to soften the footsteps and ease the eyestrain. A landscape of beautiful mountain flowers free for picking. Beautiful evergreen trees of all sizes. Awe-inspiring snow capped mountain peaks. This is where they go to "get away from it all" for a time.

Some of the better known camps are at Government Mineral Springs, La Wis Wis, Goose Lake, Spiff Lake, Bench Lake, Mosquito Lake, Takhlakh Lake, Pack Wood Lake, Bird Lake, Mirror Lake, Takhi Lake, Council, Horseshoe, Lewis River, Adams Creek, Bird Creek Meadows, Cold Springs, Guler, Trout Lake. The mountain peaks are Adams and St. Helens with Ranier close by for skiing and climbing.

The Sulphur Mines

At the 11,000 foot elevation on Mt. Adams is the location of the Sulphur Mines. Some 20 diamond drill holes down 300 feet through the ice and snow show sulphur deposits down 500 feet and more! This tremendous deposit is the highest sulphur or other mines in the U.S. The government is short of sulphur and until the recent development of the New Orleans beds, consideration was given to the extension of the J. Neil Lumber Co. railroad up to the timber line and the establishment of a tramway from there to the mine sight. John Perry, cousin of the Crater children of The Dalles, packs supplies by horses, up the east slope of Mt. Adams to the mines. Mr. Perry was born and raised in the saddle, knows every road and trail of the area and has acted as guide and packer for many parties. Mt. Adams is one of the easiest mountains of the west to climb. Some years ago a team of work horses and sled was driven to the top, photographed, and the picture published in the Oregonian! In June 1952 the S & M Flying service of The Dalles landed a plane at the 12,307 foot level on Mt. Adams to see if it would be possible to fly miners and supplies up there. Wade Dean of Hood River, president of the Pacific Sulphur Co. made the aviation experiment. John Hodgkins, who was fined for landing a plane on top of Mt. Ranier, was the aviator who landed on the 3000 foot Mt. Adams runway.

Trout Lake

Trout Lake 24 miles up the White Salmon river from the Columbia was settled by Peter Stroller and some 14 other families in the 1880's. The Petersburg school of The Dalles is named for Mr. Stroller who came there in 1882 from Switzerland. In those days supplies were brought by boat to Bingen Landing and carried in on pack horses, a two days journey! Wm. Stadelman introduced irrigation there in 1887 and formed the Trout Lake Irrigation Co. in 1889 which brought in many early settlers to Shangri-La Valley and Chas Pearson store. Chris Guler brought the mail from the Maple Hotel at Bingen to the Guler Hotel in 1893, a 2 day trip. Teunis Wyers became the mail contractor in 1894 and under his management roads were improved and tourist service to the Guler Hotel increased by leaps and bounds to Trout Lake. Many Dalles people went over there for their summer vacations or had summer homes in Trout Lake.

Famous Trout Lake Photo

Some of this increase was due to the famous and remarkable photo of Trout Lake taken by B. A. Gifford, internationally famous Dalles photographer, employed by the railroads to photograph points of recreational interest to draw tourist travel for the railroads. His Trout Lake photo, like his Lost Lake, Sunset On the Columbia (see pages 180 to 184 for detailed list of Gifford photos) and many many others, was a masterpiece in photography. Trout Lake was shown glossy smooth, with Mt. Adams high in the background and its beautiful reflection in the lake. A log extended down into the lake waters and on that log, near the water edge, crouches Rev. Daniel Poling of The Dalles, with a fishing pole in his hand, and from the end of the fish line dangled a beautiful mountain trout about 12 inches long! That photograph had APPEAL to every HE-man in the world, fortunate enough to see it. The railroad companies of America had copies of that photo hanging in all the depots of America and hotels to say nothing of the magazines and newspapers it appeared in. It was multilithed in colors in Germany and millions of post cards sold. It was in every travel bureau, fair and expositions, art galleries, homes, libraries and it merited all the publicity it got. The lake continued to be an attraction to about 1925 when it became overgrown by vegetation and its attraction lost. Plans were considered to restore it by dredging, but there are other lakes just as beautiful. The Creator did not put all the beauty into one lake, as Crater Lake has proven.

In 1900 Teunis Wyers brought a group of 300 Mazama Club members from Bingen to Trout Lake, a very remarkable transportation feat for those horse and buggy days. By 1910 he kept 100 head of horses with 80 in the harness every day in the tourist season, for his freight and passenger business to this summer paradise of the west at Trout Lake. By World War I days Wyers gradually changed over to automobiles for passengers and trucks for freight. We don't see the "Acres of Diamonds" in our own back yard. Indians say it was Heaven. Settlers say it was "paradise valley." What do you say?

THE HOME 50 YEARS AGO

This is a human interest story of home life 50 years ago.

I was married 3 years before I learned to understand my wife. We always got along well enough together but I knew something was wrong. I studied and studied to find out just what it was, all without success. Then one day the following incident opened my eyes.

It was a short time after New Years and my wife made a trip to the store to purchase a pair of shoes and thoughtfully purchased me an umbrella which I was in need of. I appreciated her thriftiness in taking advantage of the after-holiday bargains. I learned my mistake.

The clerk who sold her the shoes was an able business man of 19 years experience in pleasing his customers. He won my wife as a customer by speaking admiringly of the size and shape of her foot; something that I, her lover and husband, had never tried to do. There is never anything wrong in our family anymore. Whenever my wife looks nice I take the pains to tell her so and when she is not at her best I keep still. She uses tact in handling me that I never appreciated before.

A woman loves to be loved, but she also must be admired.

---Chas. Foster; Coast Magazine, Seattle, Wash. October 1905.

So many men nowadays (1900) do not get married until they are well along in years, because, as they say, "the girls of their choice expect good homes and comparative ease." This discourages young men and they spend the best of their lives as bachelors with the idea in their heads that young women do not care for poor men.

This is all a mistake. I believe that if a girl is too nice to assist a struggling young man in upbuilding a home, SHE IS NOT NICE ENOUGH TO SHARE IT WITH HIM WHEN IT IS FINISHED!

When I accepted my husband as a life partner he had NOTHING BUT HIS GOOD HEALTH! I decided that he was the man I wanted and I did NOT allow his lack of wealth to stand in the way. Immediately after our honeymoon we bought a little home and today it is almost paid for. It is easy to buy a home. There is no use paying rent. We have very little furniture of any value. We expect to add to what we have after the house is paid for. I have actually gotten along with a tiny 12 X 18 inch mirror. I know my husband is doing all he can and that he will get me a better mirror when we can afford it.

We are living within our means and getting a little more ahead every day and I would far rather be here helping him plan and save than to be at home with mother and father waiting for a prospective husband to get rich.

---Emma Williams; Coast Magazine, Seattle, Wash. 1905.

WASCO COUNTY HISTORIANS

Clark, Irene; on Dalles Chronicle staff in 1930's.
 Condon, Dr. Thomas; geologist listed on page 58.
 Crandall, Lulu D; 66 and 227; pioneer historian of Dalles and Wasco County.
 Dalles Chronicle; a community history since 1890 and Mountaineer before that; Optimist since 1905.
 Camelia Donnell 126; early Dalles historian; mother of Lulu Crandall.
 Fleming, Jess; page 260; southern Wasco county historian.
 Gavin, John; 388; schools and city directory historian.
 Gifford, B.A. & Ralph; 62 and 184; picture historians.
 History Central Oregon, Wasco County Library.
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 Kirsch, Mrs. Pete; 258; Maupin and Criterion historian.
 Limmeroth, Ed 288 & 331; scrapbooks in Dufur Library.
 Lockley, Fred; History Columbia River Valley at Library.
 Lord, Mrs. Wentworth (Elizabeth) REMINISCENCES OF EASTERN OREGON, early Dalles history at Library.
 Masiker, Carson C. 371- 372; History of 15 Mile Valley quoted herein.
 McArthur, Lewis A. page 91; Oregon Geographic Names at Library.
 McNeal, W. H. page 467, writer of this history.
 Miller, H.G. page 71; history in pictures.
 Morrow, Ed. pages 438 to 440, Geological History.
 Walker, Margaret, page 403; Several Stories quoted herein.
 Wilson, Fred W. 69 and mother Elizabeth 30, both historians.
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